77 01231

El Monte, California
The General Plan
1990

INSTITUTE OF GOVERNMENTAL
STUDIES
MAR 17 1977
UNIVERSITY OF CALIFORNIA

GRUEN ASSOCIATES
ARCHITECTURE · PLANNING · ENGINEERING

THE GENERAL PLAN - 1990

EL MONTE, CALIFORNIA

The preparation of this report was financially aided through a Federal grant from the Department of Housing and Urban Development, under the Urban Planning Assistance Program authorized by Section 701 of the Housing Act of 1954, as amended.

City planning El Monte
[El Monte. City council]

GRUEN ASSOCIATES, INC.

Architecture · Planning · Engineering

December, 1969

Digitized by the Internet Archive
in 2025 with funding from
State of California and California State Library

https://archive.org/details/C101742046

RESOLUTION NO. 3757

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF EL MONTE, CALIFORNIA, ADOPTING A GENERAL PLAN FOR THE CITY OF EL MONTE AS SET FORTH IN CHAPTER FOUR OF THE REPORT ENTITLED "THE GENERAL PLAN 1990, EL MONTE, CALIFORNIA".

THE CITY COUNCIL OF THE CITY OF EL MONTE, CALIFORNIA, DOES DETERMINE AND RESOLVE AS FOLLOWS:

SECTION 1.

That the City Planning Commission of the City of El Monte did, by Resolution No. 1020 adopted December 1, 1969, by the affirmative vote of not less than a majority of the total voting members of said Commission, after a public hearing as required by law, approve a General Plan for the City of El Monte in the form and content as set forth in that certain document entitled "The General Plan 1990, El Monte, California", prepared by Gruen Associates in consultation with the City Staff, City Planning Commission and the Total Development Committee appointed by the Mayor of the City of El Monte, which General Plan includes a land use element, a circulation element and a community facilities element. That said City Planning Commission filed with the City Council a certified copy of said Resolution No. 1020 approving said General Plan, along with the report and map setting forth the plans, objectives and standards suggested for use for the development of the City of El Monte under aforesaid elements of said General Plan. That said City Planning Commission recommended that the El Monte City Council adopt said General Plan after the holding of a public hearing as required by law. That on December 22, 1969, the El Monte City Council held a public hearing on the General Plan as thus recommended. That notice of the time, place and purpose of said hearing was duly given as required by Article 6 of Chapter 3 of Title 7 of the California Government Code, at which time all persons were given full opportunity to be heard and to present evidence, and at which time and place said General Plan was prominently displayed and fully discussed.

SECTION 2.

The City Council of the City of El Monte in accordance with the foregoing and pursuant to the provisions of Article 6 of Chapter 3 of Title 7 of the California Government Code does hereby adopt as the General Plan of and for the City of El Monte the General Plan as recommended by the El Monte City Planning Commission in its Resolution No. 1020, said General Plan being the one set forth in Chapter 4 of the report entitled "The General Plan 1990, El Monte, California", and which includes the land use element, the circulation element and the community facilities element.

SECTION 3.

The City Clerk shall certify to the adoption of this Resolution, and shall cause to be endorsed upon the General Plan hereby adopted the fact that it has been adopted by the El Monte City Council. The City Clerk shall likewise send to the Planning Agency of the County of Los Angeles a copy of the General Plan as adopted by this Resolution.

Passed, approved and adopted this 22nd day of December, 1969.

Mayor of the City of El Monte

ATTEST:

City Clerk of the City of El Monte

STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES) SS:
CITY OF EL MONTE)

I, Viola M. Nicolet, City Clerk of the City of El Monte, hereby certify that the foregoing Resolution No. 3757 was passed and adopted by the City Council of the City of El Monte, signed by the Mayor and attested to by the City Clerk, at a regular meeting of said Council held on the 22nd day of December, 1969, and that said Resolution No. 3757 was adopted by the following vote, to wit:

AYES: Councilmen Crippen, Geronsin, Kading, Salcido and Scott

NOES: None

ABSENT: None

VIOLA M. NICOLET, City Clerk
El Monte, California

CITY OF EL MONTE

Elected Officials:

Elmer Geronsin, Mayor
Jack Crippen, Councilman
Sidney Kading, Councilman
Arthur Salcido, Councilman
Leroy Scott, Councilman
Viola Nicolet, City Clerk
Harry Gist, City Treasurer

Planning Commission:

John Dressen
Donald Heger
Richard Naumann
Charles Roybal
John Urban
Vee Ewing, Secretary

Parks and Recreation Commission:

George Cucey
Robert Dominguez
Alvin Fickewirth
J. C. Hansen
Aubrey McEachern
W. J. Zimprich

Appointed Officials:

Kenneth Botts, Administrative Officer
Telpher Wright, Public Relations Officer
James Nicklin, City Attorney
Chalmer Wire, Fire Chief
Orval Davis, Police Chief
Elias Hernandez, Planning Director
Glenn Welch, Director of Public Works
Bernard Boomer, Parks and Recreation
Mary Jane Laursen, City Controller
Marshall Linn, Associate Planner
Pete Archuleta, Assistant Planner
Grace Black, Recording Secretary

EL MONTE TOTAL DEVELOPMENT COMMITTEE

John Boyd, Chairman
Edith Adams
Collene Campbell
Max Casturita
Vern Cowell
Hoyt Curtis
Arden Davidson
Alvin Fickewirth
Elmer Geronsin
James Hannifan
Pauline Hazard
Robert Hill
Seymour Holtzman
Sidney Kading
Doris Karnes
Howard Kimball
Charles T. Kranz
Richard Naumann
Marvin Pochter
Tex Rickard
Jack Salyers
Marvin Saya
Maurice Shenbaum
Richard Shenbaum
Mildred Shepard
Lief Simonson
Ed Snider
O. D. Stalians
Byron E. Thompson
John Yingling

TABLE OF CONTENTS

		PAGE
List of Figures		iii - v
List of Tables		vi
Preface		vii
Chapter I:	Introduction	1
Chapter II:	Background for Planning	9
Chapter III:	Goals and Objectives	67
Chapter IV:	The General Plan	75
Chapter V:	The City Center Area: A Conceptual Development Plan	189
Chapter VI:	El Monte Implementation Program	213

LIST OF FIGURES

FIGURE		PAGE
1	Regional Location Map	11
2	Planning Area Boundary	13
3	Projected Population	17
4	Existing Land Use Map	39
5	School District Boundaries	47
6	Freeway Development Map	53
7	Existing Circulation System	59
8	Land Use Plan - 1990	85
9	Street Cross-Sections	91
10	Schematic Solution to Five-Points Intersection	95
11	Circulation Plan - 1990	97
12	Public Buildings Plan - 1990	103
13	School Plan - 1990	107
14	Parks and Recreation Plan - 1990	113
15	Residential Neighborhood Location Map	115
16	Residential Neighborhood 1	119
17	Residential Neighborhood 2	123

LIST OF FIGURES
(Continued)

FIGURE		PAGE
18	Residential Neighborhood 3	127
19	Residential Neighborhood 4	131
20	Residential Neighborhood 5	135
21	Residential Neighborhood 6	139
22	Residential Neighborhood 7	143
23	Residential Neighborhood 8	147
24	Residential Neighborhood 9	151
25	Residential Neighborhood 10	155
26	Residential Neighborhood 11	159
27	Residential Neighborhood 12	163
28	Residential Neighborhood 13	167
29	Residential Neighborhood 14	171
30	Population Distribution Map	173
31	Water Plan - 1990	177
32	Storm Drain Plan - 1990	181
33	Sewer Plan - 1990	185

LIST OF FIGURES
(Continued)

FIGURE		PAGE
34	The General Plan - 1990	187
35	Existing Land Use - City Center Area	193
36	Generalized Building Conditions - City Center Area	197
37	Physical Factors Affecting Planning - City Center Area	199
38	Conceptual Plan A	205
39	Conceptual Plan B	207
40	Conceptual Plan C	211
41	Proposed Zoning Map - 1990	221
42	Conversion of Deep Residential Lots	247
43	Generalized Building Age	253
44	Generalized Building Life Expectancy	257
45	Generalized Building Appearance	259
46	Generalized Building Conditions	261

LIST OF TABLES

TABLE		PAGE
1	Population Trends in West San Gabriel Valley Area	15
2	Income Characteristics for Selected Cities and Los Angeles County	19
3	Projected Housing Requirements	21
4	Taxable Retail Sales by Type of Outlet for Selected El Monte Shopping Centers	23
5	Retail Expenditures and Sales in El Monte	24
6	Projected Support for Additional Commercial-Retail Space in the City of El Monte	25
7	Community Facilities	43
8	El Monte Planning Area Educational Facilities	45
9	El Monte Planning Area Park and Recreation Facilities	49
10	Functional Classification of Parks	111
11	Relationship of Land Use Categories to Zoning Categories	219

PREFACE

The General Plan report for the City of El Monte, California is composed of six chapters.

Chapter I discusses the framework for planning in El Monte, indicating the purpose of the plan as well as the nature of organization for planning in El Monte. Chapter II presents background information concerning the area and forms the basis of the plans presented.

Chapter III outlines the goals and objectives which have guided the formulation of the plan. Chapter IV, the General Plan, presents the elements of the plan, including land use, circulation and community facilities.

Chapter V presents a conceptual development plan for the City Center Area. Chapter VI discusses the implementation techniques which may be utilized to bring about the realization of the plan.

Gruen Associates, Inc. would like to acknowledge the contributions made by Economics Research Associates, and the City staff of the City of El Monte in the preparation of this General Plan.

CHAPTER I

INTRODUCTION

The City of El Monte can expect significant growth by 1990, increasing its population to 95,000 persons, which in turn will create a demand for more housing units, expanded shopping areas, and additional employment centers.

To guide this growth in a rational manner, the City embarked on a program to prepare a General Plan, which can be seen as a long-range guide for development in the City of El Monte. The need for such a guide may be justified for several reasons. First, it would not only document existing deficiencies, but would also permit public and private organizations to anticipate future needs. Second, it would aid in effective coordination of actions planned by both public and private groups. Third, an overall long-range guide could help minimize duplication of effort, premature actions and inappropriate developments. Fourth, by presenting in the guide a system of general recommendations for all the planning elements within the El Monte Planning Area, it will be possible for future decisions to be based on specific requirements and at the same time relate to the overall policies established in the guide.

It is the purpose of a general plan to operate as a long-range comprehensive guide to public and private decision making. The General Plan functions as such a guide because:

1. It is "long-range" in that it reflects the economic and population projections and thinking of the local administration for the next several decades.

2. It is "comprehensive" since it is based on detailed considerations of all the various elements of the City, along with projections of the future needs for each of these elements.

3. It is "general" in that it forms a policy guide for future development by proposing general, rather than specific, locations and sizes of elements.

4. It enables the City Council and Planning Commission to consider various alternatives and to agree on a definite set of policies to guide future growth.

5. It permits the City to relate specific projects, proposals for development, and zoning matters to a coordinated picture of overall timing and development.

In the past and in different parts of the country, various names have been used to refer to this plan. It has been called City Plan, Master Plan, Comprehensive Plan, General Plan, and so forth. Regardless of the name used, the intent and purpose remain the same. The term "General Plan" is in wide use in numerous state and federal statutes and in professional planning literature and is the term that will generally be used throughout this report.

Relationship to Zoning

The General Plan is a statement of community policy. It is not a law, nor is it a zoning map or plan. In actuality, it is a number of interrelated plans and text which, when adopted, will guide City Council and Planning Commission decisions regarding growth of the City. Zoning, however, is a law, usually consisting of both a map and a written ordinance, and is one of the regulatory devices used to implement the General Plan. Since the General Plan shows an overall picture of the desired form of the community at some future date, zoning therefore should be in advance of actual development. The gradual application of the zoning pattern will eventually influence the physical and economic structure of the City in the direction set forth by the General Plan.

Need for Plan Review

This plan should not be considered as final and unchangeable during the next twenty years. In fact, changing social, economic

and physical conditions within El Monte, the State and the Nation will require that this set of recommendations be reviewed every three of four years to determine their effectiveness and relevancy in dealing with the then current problems and opportunities. The General Plan should be used as a flexible and adaptable guide to deal with changing conditions, problems and opportunities.

Study Organization

Working closely together, the City of El Monte and Gruen Associates, Inc. developed the work program which would lead to the completion of the General Plan for El Monte. At the outset of the study, the need for effective and meaningful citizen participation was recognized to ensure effective communication between the City and the consultant, and to assure that the views of all groups in the community would be heard. The result was the creation of the El Monte Total Development Committee, which would serve as an essential link in the communications process between the citizens of El Monte, the City staff and Gruen Associates, Inc.

Public study sessions were held in El Monte periodically and were open to the public and press, assuring the widest possible dissemination of information about the status of the planning effort for the El Monte Planning Area. Each study session generally involved a presentation by Gruen Associates, Inc. followed by commentary from the Total Development Committee and the general public, as well as a question and answer period.

Below is a listing of the meeting dates and the items discussed:

Dates of Study Session	Items Presented and Discussed

June 24, 1968	- Work program of the General Plan
	- Main phases of the study:
	  - Survey and analysis
	  - Forecast-problem identification
	  - Exploratory plans
	  - Resolution
	  - Implementation and documentation
	- Need for study sessions with committee
	- Questions and discussion

September 24, 1968	- Review of background information gathered to date - Intended program and procedures to be followed by City staff and consultants - Discussion of land uses - Questions and discussion
November 25, 1968	- Santa Anita Avenue extension - El Monte Airport
February 24, 1969	- Review of economic conditions and potentials - Review of physical conditions, problems and potentials

Dates of Study Session	Items Presented and Discussed
February 24, 1969 (continued)	- Alternative land use concepts - General questions and discussion
March 24, 1969	- Role of Total Development Committee reviewed - Building conditions - Existing land use - Distribution of information questionnaire and brochure - Slide presentation of common community problems - Conceptual plans - Questions and discussion
April 14, 1969	- Review of conceptual plans - Review of interim report - Questions and discussion

April 28, 1969	- Policy statements solicited concerning:
	  - Population growth
	  - Employment
	  - Urban renewal
	  - Incompatible land uses
	  - Incompatible highway and commercial uses
	- Questions and discussion

Dates of Study Session	Items Presented and Discussed
May 12, 1969	- Discussion of policy items presented in previous meeting
June 26, 1969	- Bus tour of an area in the western portion of the planning area - Discussion of problem areas in community, as evidenced by the tour

July 14, 1969	- Presentation of three alternative plans:
	  - Status Quo Plan
	  - Moderate Public Action Plan
	  - Strong Public Action Plan
	- Traffic volumes and traffic congestion map reviewed
	- Questions and discussion

July 28, 1969	- Review of alternative plans - General discussion of the alternative plans
August 11, 1969	- Review of alternative plans - Individual polling of committee members - Discussion of goals embodied in each of the alternatives

Dates of Study Session	Items Presented and Discussed

August 25, 1969	- Preliminary proposed plan:
	  - Land use
	  - Circulation
	  - Community facilities
	- Discussion of specific land uses in preliminary plan
	- Questions and discussion

September 8, 1969	- Preliminary proposed plan:
	  - Review of plan elements
	  - Polling of committee members for opinions
	- General discussion of plan elements:
	  - Land use
	  - Circulation
	  - Community facilities

September 23, 1969	- Review of specific areas of preliminary plan - Airport expansion in relation to plan - Continued general discussion on the location of land uses designated in the plan

Dates of Study Session	Items Presented and Discussed
October 7, 1969	- Review and discussion of specific areas in the community and the proposed land uses for them - Discussion of new school and park facilities - Questions and discussion
October 27, 1969	- Review of preliminary plan and specific areas including: - The Central Business District - High density area along Stewart Street - Discussion of Rapid Transit District proposal in relation to central commercial areas
November 10, 1969	- Discuss General Plan - Draft Report - Total Development Committee vote on recommending plan to Planning Commission and City Council

CHAPTER II

BACKGROUND FOR PLANNING

Regional Situation

El Monte is located in the western portion of the San Gabriel Valley approximately twelve miles east of downtown Los Angeles. There are many incorporated cities in the valley, six of which surround El Monte. The entire valley area, except the eastern-most end, is almost fully developed and contains well over a million people. Figure 1 shows El Monte's regional location in relation to other surrounding cities.

The El Monte Planning Area, which is the focus of the General Plan, approximates the existing City's limits. The study area incorporates several islands of county land which at some future date may be annexed to El Monte. The study area contains approximately ten square miles with a population of 65,000 persons. Figure 2 shows the exact planning area boundaries.

GROWTH POTENTIAL

Population Growth

As of April, 1968, the City of El Monte recorded a population of 65,058, as compared to 13,163 in April, 1960. This represents an increase of some 51,895 persons and corresponds to an average annual growth rate of more than 17 percent. A large portion of this population increase resulted from numerous annexations by the City. The following table shows how these population increases have proceeded.

Year	City Area (Square Miles)	El Monte Population[1] Number	Average Annual Rate of Increase (Percent)
1940	1.27	4,746	
1950	1.84	8,101	5.5%
1960	3.47	13,163	5.0%
1968	9.13	65,058	17.3%

[1]Sources: Los Angeles Regional Planning Commission and Economics Research Associates.

A change appears in the rate of growth which the El Monte area experienced if the El Monte Planning Area is used as a constant. The area had more than 50,000 people in 1960, but by April, 1968, it grew to slightly more than 65,000. The gain was some 14,773 persons or an average annual rate of 3.3 percent. This rate is significantly higher than those of neighboring areas as well as the County of Los Angeles. Table 1 illustrates the population trends in the San Gabriel Valley Area and Los Angeles County.

It is projected that the population within the El Monte Planning Area will grow to 95,000 persons by 1990. Figure 3 depicts the population projections for the planning area.

Population Characteristics

In 1960 the El Monte Planning Area population was relatively youthful. The median age of people living in El Monte was 29.4 years as compared to the West San Gabriel Valley, which was 35.0 years, and Los Angeles County at 31.5 years. More recent data for the City suggests that the population is increasingly composed of younger age groups. A special census in 1965 revealed that the median age in El Monte had dropped to 25.8 years. This lower median age was also reflected in the average household size in the City. The average population per household was 2.88 in 1965, compared to 3.15 in 1960, thus reflecting a nationwide phenomenon toward smaller households.

FIGURE 1
REGIONAL LOCATION MAP

FIGURE 2

EL MONTE PLANNING AREA BOUNDARIES

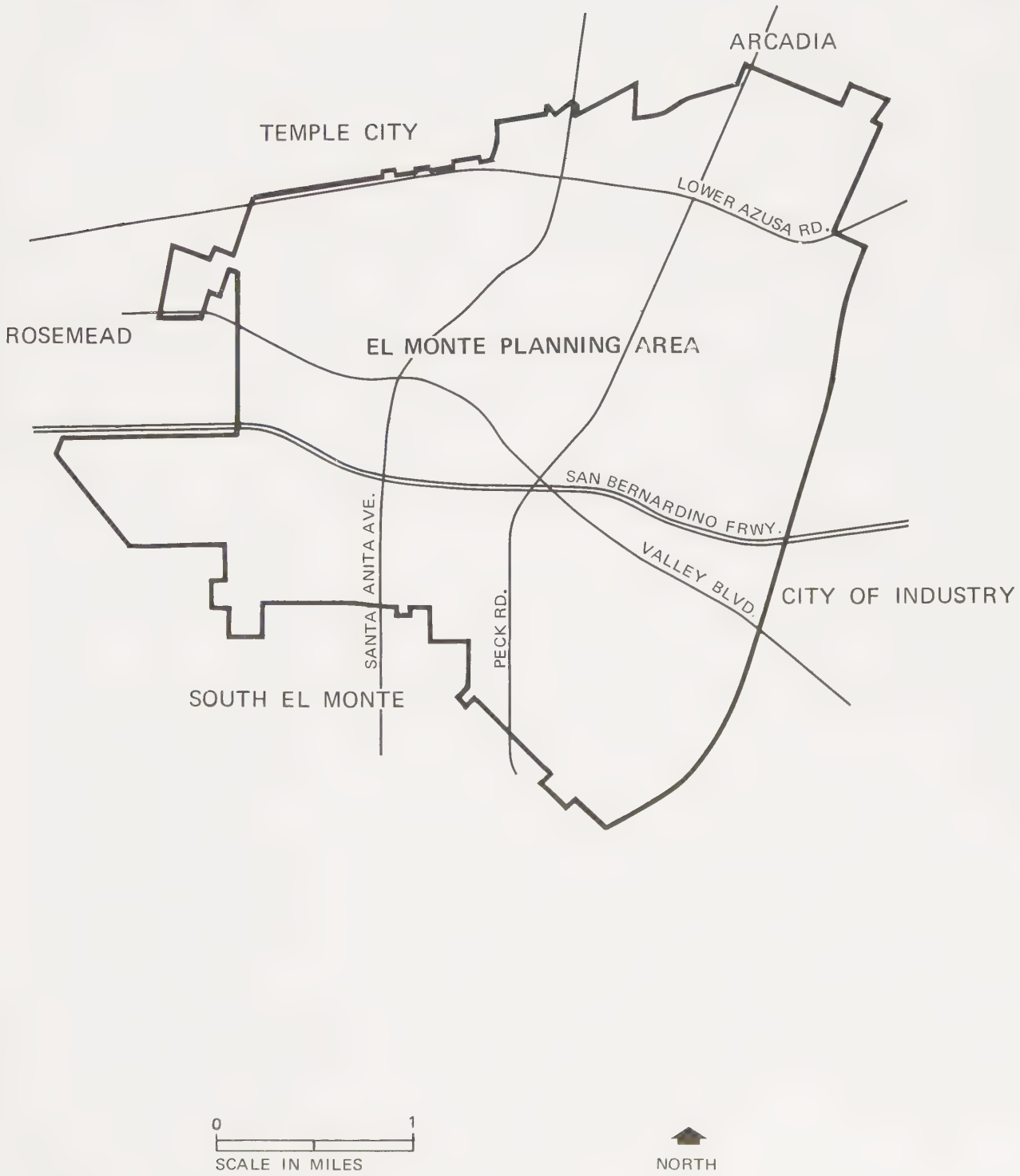


TABLE 1

Population Trends in the West San Gabriel Valley Area
1960 - 1968

	Population 1960	Population 1968	Percentage Change 1960-1968	Average Annual Rate of Increase
El Monte Study Area[1]	50,285	65,058	29.4%	3.3%
El Monte Statistical Area	101,039	105,815	4.7%	0.6%
San Gabriel Statistical Area	195,563	235,279	20.3%	2.3%
Pasadena Statistical Area	185,668	201,800	8.7%	1.0%
Monrovia Statistical Area	111,942	147,483	31.7%	3.5%
West San Gabriel Valley Planning Area[2]	575,874	690,377	19.9%	2.3%
Los Angeles County (Thousands)	6,042.7	7,102.9	17.5%	2.0%

(1) Includes the 1968 municipal boundaries of the City.

(2) Includes the following statistical areas: El Monte, Monrovia, San Gabriel and Pasadena.

Sources: Los Angeles Regional Planning Commission and Economics Research Associates.

In 1967 the median household income for the City was estimated at $9,291 as compared to $9,907 for Los Angeles County. The distribution of household income in the City and Los Angeles County is shown below:

Percentage Distributions of Households by Income Group, 1967

Income Group	City of El Monte	Los Angeles County
Under $3,000	15.7%	17.3%
$ 3,000 - $ 4,999	11.4	12.1
$ 5,000 - $ 7,999	28.0	25.2
$ 8,000 - $ 9,999	16.8	15.2
$10,000 and over	28.1	30.2
	100.0%	100.0%

Source: Sales Management, Survey of Buying Power, 1968.

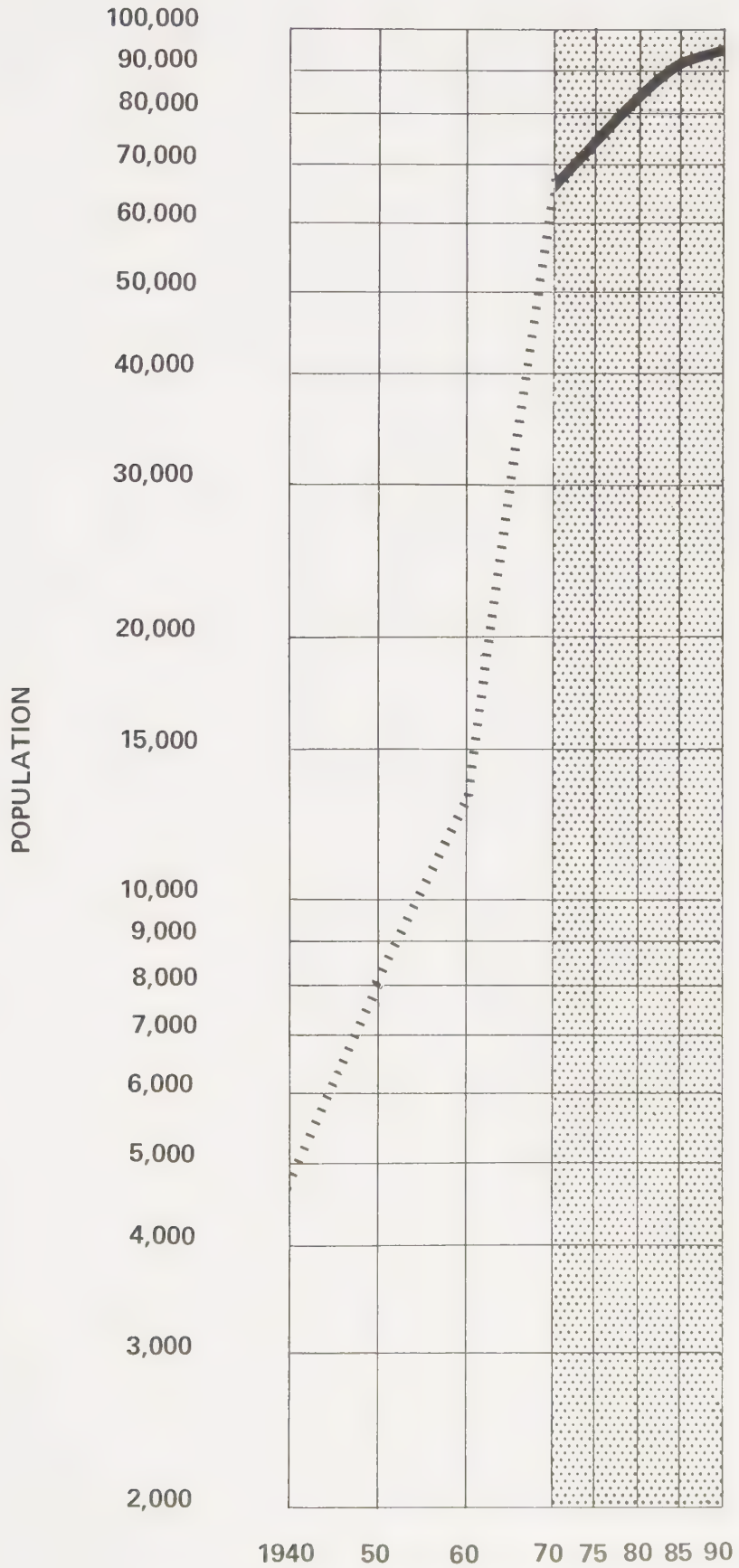
Medium household and average per capita disposable income for El Monte and selected cities in the West San Gabriel Valley area for 1967 are indicated in Table 2. El Monte ranked relatively low and in both cases was significantly below countywide averages. The average per capita income in El Monte in 1968 was estimated at $3,308. Based on the assumption that income will increase at an annual compounded rate of 2.0 percent, projected average per capita income will be $3,377 in 1970, $4,117 in 1980, and $5,019 by 1990.

Employment

The City of El Monte is situated in the West Covina Community Labor Market, as defined by the California Department of Employment. In 1966, the West Covina Labor Market provided employment for 99,600 civilian workers, of which 33,600, or 33.7 percent, were engaged in manufacturing activities. As compared to Los Angeles County employment trends, in 1966 the West Covina Labor Market was characterized by greater than average concentrations of employment in retail trade, government, durable goods manufacturing, and contract construction, while service, insurance, finance, and real estate employment were considerably below county averages.

FIGURE 3

PROJECTED POPULATION GROWTH
EL MONTE PLANNING AREA



SOURCE: Gruen Associates

TABLE 2

Income Characteristics for Selected Cities and Los Angeles County
1967

City	Median Household Income	Population Per Household	Average Per Capita Disposable Income
El Monte	$ 9,291	3.00	$ 3,097
Arcadia	14,746	2.88	5,120
Monrovia	9,093	2.79	3,259
Pico Rivera	9,682	3.66	2,645
San Gabriel	11,055	2.94	3,760
Alhambra	9,564	2.59	3,693
Monterey Park	10,698	3.02	3,542
Los Angeles County	9,907	2.93	3,381

Sources: Sales Management, Survey of Buying Power, 1968, and Economics Research Associates.

By 1968 employment in this labor market grew to 115,600 persons. During this two-year period total employment rose by 11.6 percent. The highest gains were shown in the manufacturing sector and the service industry sector. This expanding industrial base of the labor market is a good measure of overall economic strength.

During the period 1960 - 1968 employment in the West Covina Labor Market area increased more than twice the rate of population growth. Indications are that although employment will continue to increase at an accelerated pace for the next few years, the rate of increase will slow over the planning period. Employment in the area is projected to reach 134,000 in 1970, 193,000 in 1980 and 238,000 in 1990.

Residential Development Potential

In the period 1960 - 1968, the City's housing inventory grew from some 4,500 dwelling units to 22,500 dwelling units. Much of this growth, as was mentioned earlier, is due to the City's annexation program carried out during this time. The trends in residential construction in the City reveal two important characteristics. The first is that since 1960 new residential construction has, for the most part, been in the form of multiple-family units. The second characteristic is that a large number of single-family residences have been demolished and the vacant land put to higher intensity uses. These two trends are significant in revealing the course of residential construction for the future.

The City's population, currently in excess of 65,000 persons, is projected to grow to 95,000 by 1990, producing a demand for more than 20,000 new housing units. Table 3 presents projected average annual housing demands for El Monte in the 1968 - 1990 period.

Commercial Development Potential

Retail sales in 1968 in the City of El Monte were estimated at $162,500,000. This corresponds with 28.9 percent of total retail expenditures in the El Monte trade area. This trade area is composed

TABLE 3

Projected Housing Requirements
City of El Monte
1968 - 1990

Year	Existing Housing Inventory (August, 1968)	Projected Total Housing Demand	Incremental New Demand
1968	22,152		
			1,050
1970	22,152	23,202	
			4,487
1975	22,152	27,689	
			5,315
1980	22,152	32,804	
			5,355
1985	22,152	38,159	
			3,841
1990	22,152	42,000*	

* Includes replacement demand.

of an area within a five-mile radius of City Hall. In terms of taxable retail sales, by 1967 the City had recorded approximately $117 million, which represents an average annual growth rate of 10.6 percent over the 1960 - 1967 period.

El Monte ranks high in terms of its total and per capita retail sales. In 1966 per capita taxable retail sales in El Monte were $2,146, as compared to the average of $1,461 for the West San Gabriel Valley. El Monte was second only to Pasadena ($2,789) in terms of per capita retail sales.

Although the City ranked high in terms of both per capita and total taxable retail sales, a review of the sources of these sales reveals the strengths and weaknesses of the City's retail performance. In comparison with County retail sales patterns, El Monte has a lower average in retail categories of apparel stores, drugstores, eating and drinking establishments, household furnishings and appliance stores and service stations. The City's retail strength lies in its sales surplus in general merchandise stores and building materials.

Table 4 shows taxable retail sales by type of outlet for the Sears El Monte Center and the El Monte Mall. Together these two retail complexes recorded nearly $42.4 million in taxable transactions in 1967. This represented 36 percent of El Monte's total taxable retail sales for the year. The Sears Center alone does more than three times the dollar volume business of the El Monte Mall.

A further review of the City's retail sales expenditures reveals that there is a sales surplus in the City. That is, El Monte's population generated some $109.9 million in retail purchases, while total retail sales in the same period were $162.5 million. Table 5 shows the distribution of these sales.

Based on projected population, income, and consumer purchasing patterns, by 1990 the El Monte Planning Area could support an additional 815,400 square feet of commercial-retail space. Table 6 presents this projection by type of outlet. This figure

TABLE 4

Taxable Retail Sales by Type of Outlet for Selected El Monte Shopping Centers

Taxable Transactions
(000)

Type of Outlet	1967		First Quarter 1968	
	El Monte Mall	Sears El Monte Center	El Monte Mall	Sears El Monte Center
Apparel Stores	$ 2,067	$ 1,265	$ 411	$ 269
General Merchandise Stores	4,056	D	862	D
Drugstores	D	D	D	D
Food Stores	D	D	D	D
Packaged Liquor Stores	---	---	---	---
Eating and Drinking Establishments	D	---	D	---
Home Furnishings and Appliance Stores	770	D	148	D
Building Material and Farm Implement Stores	---	---	---	---
Auto Dealers and Supply Stores	490	---	117	---
Service Stations	---	---	---	---
Other Retail Stores	2,489	31,215	568	6,826
RETAIL STORE TOTAL	$ 9,872	$32,480	$ 2,106	$ 9,095

Note: D means not available -- a publication would result in disclosure. These entries are included with "other retail stores."

Sources: California State Board of Equalization and Economics Research Associates.

TABLE 5

Retail Expenditures and Sales in El Monte
(Millions)
1968

Type of Outlet	Estimated Retail Expenditures in El Monte	Estimated Actual Retail Sales	Indicated Surplus (Leakage)
Apparel Stores	$ 6.0	$ 4.6	($ 1.4)
General Merchandise Stores	14.3	39.2	24.9
Food Stores	26.3	39.1	12.8
Drugstores	4.7	4.4	(0.3)
Packaged Liquor Stores	3.4	3.3	(0.1)
Eating and Drinking Establishments	8.6	10.2	1.6
Home Furnishings and Appliance Stores	5.8	4.6	(1.2)
Building Material and Farm Implement Stores	5.8	10.1	4.3
Auto Dealers and Supply Stores	18.6	25.2	6.6
Service Stations	10.0	4.5	(5.5)
Specialty Stores	6.4	17.3	10.9
TOTAL	$109.9	$162.5	$ 52.6

Source: Economics Research Associates

TABLE 6

Projected Support for Additional Commercial-Retail Space in the City of El Monte[1]

Type of Outlet	Floor Area (In Thousands of Sq. Ft.) 1968	1968-1970	1970-1975	1975-1980	1980-1985	1985-1990	Total 1968-1990
Apparel Stores	23.3	33.3	23.3	31.7	35.0	28.3	151.6
General Merchandise Stores	-	-	-	-	-	-	-
Specialty Stores	-	-	-	-	-	-	-
Food Stores	-	-	-	32.8	70.4	60.8	164.0
Packaged Liquor Stores	1.4	5.7	11.4	15.7	15.7	14.3	62.8
Eating and Drinking Establishments	-	-	15.7	40.0	41.4	34.3	131.4
Drugstores	4.4	10.3	17.6	22.1	22.1	20.6	92.7
Home Furnishings and Appliance Stores	21.8	30.9	25.5	34.6	34.6	30.9	156.5
Building Material and Farm Implement Stores	-	-	-	-	25.5	30.9	56.4
Auto Dealers and Supply Stores	-	-	-	N.A.	N.A.	N.A.	N.A.
Service Stations	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
TOTAL	50.9	80.2	93.5	176.9	244.7	220.1	815.4

N.A. means not applicable.

(1) Projections are based on the assumption that the El Monte economy will approach an equilibrium in retail sales, with no net sales surplus or leakage.

Source: Economics Research Associates.

is the potential which the City has in the commercial sector. Whether the City reaches this level will depend on the ability of the community to attract commercial uses as well as the overall economic situation of the City.

In addition to commercial-retail space there will also be a demand for increased amounts of commercial office space to meet the demands of El Monte's expanded population. Recent growth in the City's office inventory suggests that there is a potential for attracting both office headquarters and related office user employment. Based on the El Monte area's recent growth, its industrial base, the proximity to central Los Angeles, and projected employment growth and composition in the labor market area, the City of El Monte has the potential to support in excess of 327,100 square feet of gross leasable area of commercial office space. In addition, during the planning period there will be a potential support for office space in major buildings of some 235,700 square feet of gross leasable area. The projected potential for commercial office space for the planning area is shown below:

Potential Demand for Office Space

(thousands of square feet of gross leasable area)[1]

Period	Total	Space in Major Buildings
1968-1970	37.3	26.9
1970-1975	72.4	52.2
1975-1980	97.5	70.3
1980-1985	76.3	55.0
1985-1990	43.6	31.4
TOTAL	327.1	235.7

(1) Figures refer to net new demand and exclude replacement demand.

Source: Economics Research Associates.

Industrial Development Potential

During the period 1960 - 1965, 125 acres of industrial land were put into use in El Monte. In 1966, 450 of the City's 868 acres of industrially zoned land were in use. There has been a steady expansion of industrial land within the planning area.

The magnitude of demand for industrial land in El Monte will largely be influenced by the quality and price range of land made available for development. On the average 25 acres of land has been absorbed annually for industrial use in the planning area. The recent development of the Gilbert-Flair Industrial Park, however, illustrates that high quality industrial land can be absorbed at a higher rate. The manufacturing sector is the most important element in El Monte's economy and possesses the greatest potential for expansion. By 1990 this sector could expand its occupied industrial area by 630 acres. The distribution of this increase over the planning period is seen below:

Period	Projected Industrial Acreage Demand
1968-1970	85
1970-1975	147
1975-1980	162
1980-1985	120
1985-1990	116
TOTAL	630

To achieve this potential the City must be willing to expend considerable effort. Adequate industrial acreage in large parcels and at competitive prices must be made available. In addition, the environment of this available acreage should be of a high quality. Industrial potential, as all potentials which a community possesses, must be worked at on a community-wide level in order to achieve it. El Monte is fortunate in having such a substantial potential for the future; the City must now encourage and foster it.

PROBLEMS AND POTENTIALS

Community Level Problems and Potentials

El Monte's civic image is characterized by a number of negative elements. One of the most obvious is the mixture of land uses throughout the City. There is often a mixture of incompatible land uses without adequate buffer areas. This situation is harmful to all the uses involved. Mixing industrial and residential uses does not foster industrial expansion, nor does it protect the integrity of a residential neighborhood. A second feature detracting from a positive civic image is the numerous large residential lots which lack adequate access to the rear portions. This is an inefficient use of land due to previous subdivision practices carried on in the City.

A third area which negatively affects the City's image is the strip commercial developments along the major arterials. This type of development presents a number of problems for the City. The general lack of off-street parking for these uses results in arterial streets being lined with parked cars. Unattractive signs associated with this development also detract from the overall attractive visual appearance of the City. A coordinated effort is needed to control signs used by commercial developments along the major streets. A program to upgrade these areas is also required. Strip commercial development also tends to foster congestion on the City's major circulation arteries. An effort should be made to cluster this development and eliminate the problems associated with access to these areas from arterial streets. Efforts should also be made to correct the general environmental deficiencies associated with the City, such as deteriorating structures, lack of sidewalks, curbs and gutters, and a general lack of street landscaping.

The City is presently beginning to take steps to improve its image. A vigorous program has been initiated of curb and gutter installation both improving the City's appearance and providing a control for storm drainage. A provision now exists requiring landscaping and off-street parking in new developments in the planning area. Included in the General Plan will be policies which, if implemented, will help to considerably upgrade the community's image.

Another problem facing El Monte, as well as other cities, is the lack of cohesive community identity. El Monte, for example, has no unique visual amenities which set it apart from neighboring cities. This problem is compounded by many physical barriers, such as the Rio Hondo Channel and the San Bernardino Freeway, which tend to dissect the City and isolate it into units physically unrelatable to the larger community.

Community identity is a state of mind established by both institutional and physical organization. In an urban region where cities and unincorporated urban development grow together, a lack of identity usually exists unless distinct features stand out to separate one area from another. Identity can be established through developing various elements of the urban form -- boulevard, focal points (civic center, unique development features), or by maintaining the specific character of an area. Identity at the neighborhood level often can be developed through using an elementary school or small neighborhood shopping center, or creating social or political organizations.

A major objective of the General Plan and, further, the policies followed by the City should be to encourage the creation of a cohesive community identity.

The El Monte Planning Area is easily approached via three freeways -- the San Bernardino, Pomona, and Interstate Route 605 -- as well as by a series of major inter-community arterial streets. These arterials are: Lower Azusa Road, Valley Boulevard and Garvey Avenue going east-west; and Rosemead Boulevard, Tyler Avenue and Peck Road going north-south. Combined with the railroad service and the anticipated development of the metroport and possible rapid transit systems, these facilities supply outstanding regional and intra-community access for El Monte.

Some inherent deficiencies exist in the internal street system serving El Monte. The major arterial streets are developed neither to uniform right-of-way nor to actual lane widths. A prime consideration of the General Plan will be to develop such standards and overcome this deficiency. In addition, most of the arterial streets within the planning area are not grade separated from the railroad. With about 40 trains passing through the area daily, the north-south streets are often closed to through traffic, greatly reducing the efficiency of the arterial system.

Another area of community problems and potentials is that of investment levels. Much of the commercial and industrial development in El Monte is old, with very little reinvestment or reconstruction. However, investigation by Economics Research Associates indicates considerable activity in these fields. In addition, the City's excellent location with respect to commercial markets in the San Gabriel Valley, together with the potential influences of the airport and proposed rapid transit system, could greatly stimulate new commercial and industrial investment in the area. Proper inducements and controls by the City can help protect existing quality development and give economic assurances to potential new investors in El Monte.

One of the area's primary problems is the maintenance of its structures including residential, commercial and industrial buildings. Deteriorating building conditions are apparent in many areas of El Monte, and policies for neighborhood and community improvement and upkeep -- rehabilitation, conservation and renewal -- are much needed.

Specific conditions will be discussed in a later section, and recommendations for general community upgrading will be presented in the implementation section of the General Plan.

Residential Areas - Problems and Potentials

The predominant residential housing type in the El Monte Planning Area is the single-family detached house, a majority of them built before 1950, when the trend was toward very large lots.

As growth pressures increased, these lots were further subdivided into smaller parcels, often with access to the street by easement only. The newer construction has clustered in the interior portions of the block, resulting in a wide range of housing age and economic value within a single block. Generally the older structures are facing the street, which tends to give the impression that the entire neighborhood is old and in poor condition.

Many areas of the City show an overall decline in housing quality with little apparent sign of self-initiated improvement programs. The transition from a service-agriculture to an urban-residential community with many transients or semi-permanent residents may have caused this decline. In addition, there are areas where the eventual type of development is uncertain due to the existence of many types of unrelated land uses in close proximity. The current prevalence of unrelated uses within a neighborhood will not only keep residential land values low but will discourage individual efforts to improve property. This is particularly true of neighborhoods in transition, i.e. those changing from residential to commercial or industrial, where change occurs over a long period and residential land owners make no effort to maintain their property.

There is an apparent lack of housing types, styles and concepts in El Monte. As mentioned above, most of the housing is single-family detached or garden apartments. The development of townhouses, patio houses, cluster houses and other new residential concepts should be encouraged among building interests to add variety to the residential area appearance. Most of the multiple-family development is relatively new and in better condition.

Many of these developments were built without stringent development controls, resulting in a lack of sufficient off-street parking as well as poor aesthetic qualities. Furthermore, the lack of locational criteria for multiple-family dwellings has resulted in random development throughout the community. In the past there has been an excess of multiple-family zoned land. This has fostered a reluctance on the part of investors to invest, due to the lack of economic assurances in their investment. This has also led to a reluctance on the part of homeowners to rehabilitate their property when it is zoned for higher densities.

A development unique to El Monte is the assembly of vacant residential land in the rear of large lots for single-family housing. This development can actually be considered urban renewal through the private sector of the community. This program should be continued, providing land values remain stable and community development standards are sufficiently flexible to motivate developers.

Most of the residential areas in El Monte have been developed without adequate land use or development controls. Many such areas are nearing the end of their economic life and should be redeveloped. This situation presents a very good opportunity to the community to guide this new development through a coordinated program to achieve the goals of the community. An area which can look forward to growth and redevelopment can use this potential to create an overall improved living environment.

Commercial Areas - Problems and Potentials

A large amount of land is devoted to commercial uses in El Monte, the four basic types being: the Central Business District, the community or regional center, highway-oriented commercial areas and neighborhood commercial centers.

1. The Central Business District

The central commercial area in El Monte is generally bounded by Valley Boulevard on the north, the Pacific Electric Line on the south, Santa Anita Avenue on the west, and the end of the Mall on the east. This commercial area offers both comparison and specialized shopping oriented somewhat to pedestrian traffic. Although this area is no longer the main center of commercial activity in the City, it is still a strong commercial attraction. Excellent access is created for the central area from the east, south and west, provided by major arterials such as Valley Boulevard, Tyler Avenue and Santa Anita Avenue. Access from the north is hampered somewhat by the lack of an underpass to the Southern Pacific Railroad crossing at Tyler Avenue.

The existing Valley Mall represents positive action by the City and local businessmen to improve the downtown area. The Mall is not a full pedestrian mall. Its design, however, is such that vehicular movement is restricted, while there is provision for angle parking one side only. Traffic wishing

to bypass the core area may do so by using Valley Boulevard, a high volume arterial located on the north edge of the Central Business District. Parking is provided behind most of the commercial establishments in the area, although the amount available is not sufficient for the demand generated by the shops.

The Mall is an important aspect in revitalizing the central area. There are many buildings on the Mall as well as in the area of the Mall which need renovating or extensive remodeling. A concerted program of conservation and upkeep is needed for the entire central area.

Two of the largest general merchandise stores on the Mall are Penney's and Grant's. The remaining firms are small specialty shops, except for the Crown Savings and Loan, which is one of the largest buildings downtown. The core area represents a small amount of the total commercial land, and captures only about 7% of the total retail sales in El Monte.

2. The Regional Center

A regional center is usually developed around one or more major department stores. Included are other satellite shops which complement the major store. The Sears Shopping Center in El Monte can be classified as such a regional center. This shopping center accounts for approximately 27% of the total taxable retail sales in El Monte. It also represents the growing trend toward centralized shopping facilities with ample parking. Access to this center is adequate from all directions.

3. Highway-Oriented Commercial

Nearly every major arterial street in El Monte is lined with commercial firms. Uses such as service stations, car and trailer sales, restaurants, etc. make up this

type of commercial development. This type of development presents two major problems in the El Monte area. The first deals with the need for access to these uses. Strip commercial uses generally front on major arterial streets. This situation forces the arterial street to play a role which it really is not designed for -- namely, to provide direct access to parcels of land while also moving high traffic volumes. This condition tends to produce congestion and accidents along these streets as well as not allowing the most efficient use of the circulation system.

The second major problem associated with this development is the lack of attention given to its visual attractiveness. For the most part, the strip commercial areas present in El Monte are visually unattractive and tend to downgrade the overall aesthetic quality of the City as a whole.

Other problems associated with this development are lack of or insufficient off-street parking; marginal uses on small lots; deterioration and lack of upkeep of older established uses; mixed land uses; uses conducted from obsolete buildings not designed for the existing use; and lack of landscaping, uniform setbacks and sign controls.

The Five-Points Area located at the intersections of Valley Boulevard, Garvey Avenue, and Cogswell is an example of a highway-oriented development that has expanded into a definable shopping facility.

4. The Neighborhood Center

The neighborhood center provides for the sale of convenience goods (foods, drugs, and sundries) for the neighborhood. They generally contain a major supermarket as the major facility. El Monte has a number of these centers such as those at Lower Azusa and Peck Roads and Valley Boulevard and Baldwin Avenue.

These centers do not represent a large portion of the overall retail sales, but they are useful in that they provide direct service to a specific neighborhood area.

El Monte has a large retail sales base, which can encourage new development and stimulate the improvement of existing retail facilities. Generally the existing commercial development in the City is characterized by a lack of adequate land use controls and performance standards. This in turn has created an excessive amount of marginal and unattractive commercial establishments throughout the City. If new development standards are enforced when commercial landowners seek to build or expand their present facilities, a general upgrading in the City's building conditions could be realized.

Another general problem which affects El Monte's commercial sector is the excessive amounts of commercial uses found strung out along the City's arterial streets. The problems associated with this type of development were discussed in the section dealing with strip commercial areas. What should be noted here is that this use is an uneconomical method of shopping and land use distribution. This commercial use represents an important sector of the City's overall retail sales, but it should be developed in a manner which recognizes and minimizes its inherent problems.

Industrial Areas - Problems and Potentials

El Monte ranks high as a significant source of industrial employment in the San Gabriel Valley. The planning area has some 31 firms employing 100 or more people. The remaining firms in the area are smaller, averaging 20 to 30 employees. In all, the industrial and employment base of the area is very strong.

Many of the older industrial areas reflect past heavy reliance on railway facilities in contrast to newer development, which places greater emphasis on freeway accessibility. In some instances

the existence of industrial facilities in residential neighborhoods or on busy arterial streets has caused serious traffic congestion. In addition, some industries do not have adequate parking or loading facilities -- conditions which add to the traffic problems.

Although more than half the industries in El Monte plan to increase the size of their operations, the majority lack expansion room. This factor has deterred many companies from remodeling and has caused some to relocate outside El Monte.

Industrial expansion will likely assimilate some older existing residential development. In parts of El Monte where this has occurred or where industry was located before residential development was built, the incompatibility of industrial and residential uses without proper buffering techniques has led to serious environmental problems for both types of activity.

On the other hand, one of the best examples of quality industrial development is found in the industrial park located between the San Bernardino Freeway and the Rio Hondo Channel. Here design and performance standards are most evident in the attractive buildings, landscaping and sign control.

Most of the remaining industrial uses are scattered throughout the City. There is a concentration of industry, much of it old and unattractive, along Peck Road, but it is interspersed with commercial and residential buildings.

There has been a recent influx of industrial developments such as Aerojet General and Hoffman Electronics Corporation into the study area. The establishment of attractive plant facilities such as these is a definite asset to El Monte and to its ability to attract more of such industries. Such establishments can be quite compatible with residential as well as commercial uses. These plants in turn generate a demand for a variety of housing types to accommodate their employees. This is another reason for encouraging a variety of housing types during the planning period. A city which can attract an industrial plant as well as the employees will benefit to a much greater extent.

There are areas in the City which are suitable as future expansion areas for industrial uses. The Gilbert-Flair Industrial Park is one such area, although available land is limited. The area west of the Rio Hondo Channel presently contains a significant concentration of industrial uses. This area is well suited for industrial expansion due to the availability of land as well as good transportation access, both vehicular and rail.

In general, the access to and from the industrial areas of the City to the regional transportation system is quite good, due in part to close proximity to three freeways. A major improvement to this access would be the creation of a full freeway interchange at Baldwin Avenue and the San Bernardino Freeway. This would provide added access to the area's industrial sections both north and south of the Rio Hondo Channel.

The utility situation in El Monte presents no problem for industrial location. Natural gas, electricity and water are in abundant supply to meet the present and future needs of industry.

The West Covina Community Labor Market, of which El Monte is a part, has steadily increased in number of employees as well as number employed over the past years. Projections of employment potential show that by 1990 238,000 persons will be in this labor market. Labor for industrial expansion will be readily available in the El Monte area.

Currently no specific development standards govern industrial development in the community. Development standards serve to protect the industrial sector as well as its surrounding neighbors. Standards such as these can provide an environment in which industry can operate without any encroachment by non-industrial uses. Likewise, other uses are protected from the by-products of the industrial use such as noise, fumes, etc. These standards can foster a more compatible overall land use pattern.

Figure 4 shows the existing distribution of land uses in the El Monte Planning Area.

Community Facilities - Problems and Potentials

1. Municipal Buildings

The El Monte City Hall was constructed in 1957 and houses all the administrative offices of the City. It contains 20,500 square feet of floor space and is located on Valley Boulevard between Eastmont Avenue and Meeker Avenue. The site also includes a parking lot in the rear with a present capacity of 248 cars. As the community grows there will be a need for more municipal services which in turn will necessitate an expansion of this facility. There is room for expansion on the present site in the parking area, but this would eliminate parking spaces which are needed and in turn require the provision of new parking in an adjacent area.

The police station is located adjacent to the City Hall on the west side. It contains 13,780 square feet of floor area including the jail. Police cars are now stored next to the station, while employees' cars are parked in the City Hall parking lot. This facility will also need expansion during the planning period, but this will entail only minor additions.

At present there are three fire stations serving El Monte. They are located at 3615 Santa Anita Avenue, 11567 Bryant, and 3207 Cogswell. The main station at Santa Anita Avenue also serves as a training facility and administrative center.

The National Board of Fire Insurance Underwriters analyzes a community's fire protection capabilities and issues a fire rating for insurance purposes to a City. Items such as station location, water flow capability, water storage capacity and hydrant location are all taken into account. This agency has established guidelines that with a minimum water flow of 4,000 gallons per minute and fire hydrants located at a minimum of 500-foot intervals throughout the

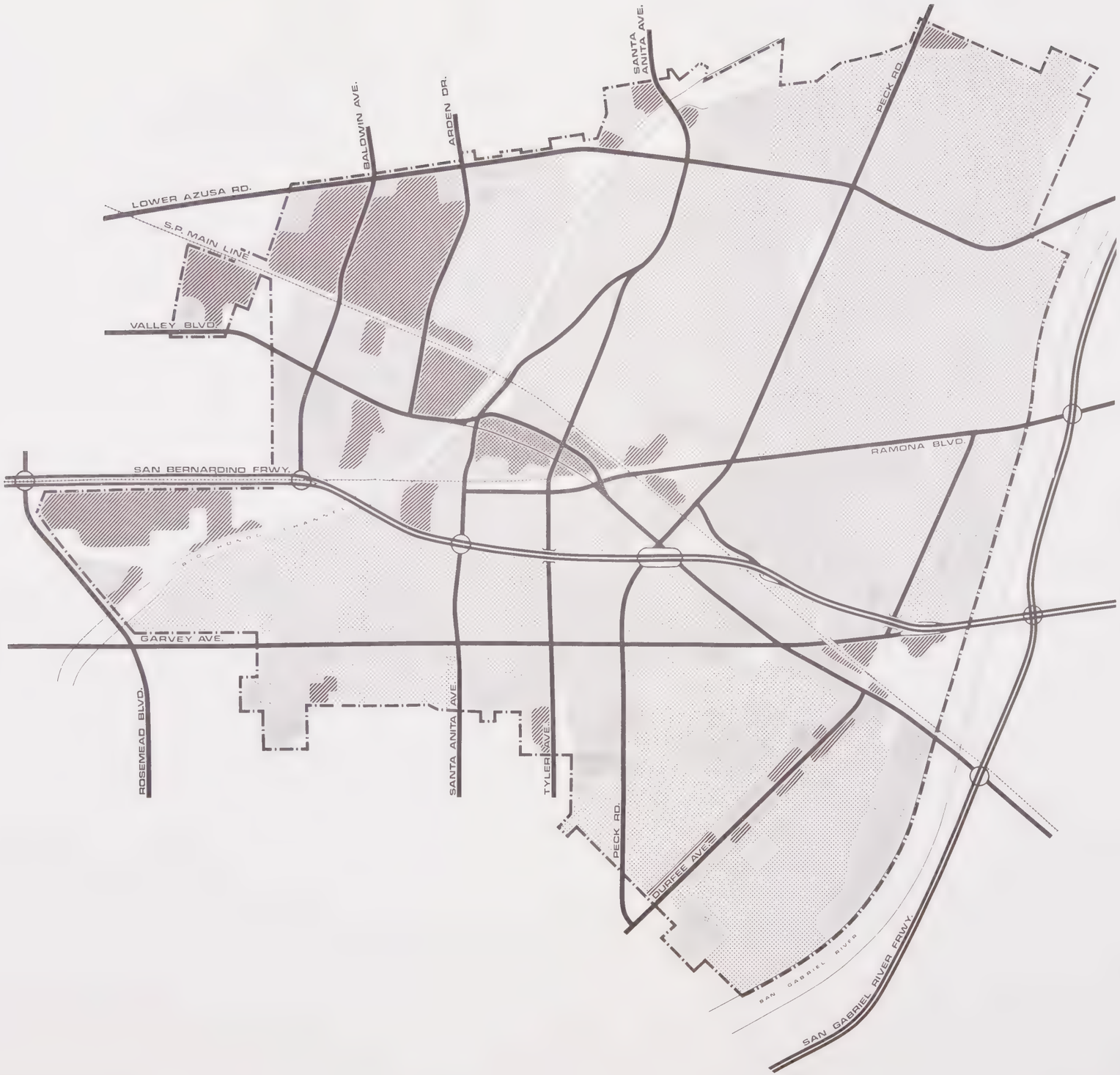


FIGURE 4
GENERALIZED EXISTING LAND USE

- RESIDENTIAL
  - LOW DENSITY
  - MEDIUM DENSITY
  - HIGH DENSITY
- COMMERCIAL
  - CITY CENTER
  - HIGHWAY
- INDUSTRIAL
- PUBLIC
- VACANT

EL MONTE GENERAL PLAN

GRUEN ASSOCIATES
ARCHITECTURE · PLANNING · ENGINEERING

0 600 1200 1800
SCALE IN FEET

NORTH

City, fire stations may be located up to 3/4 of a mile from any point in a high density-high value area such as industrial, commercial and multiple-family areas. In addition, stations can be located up to 1-1/2 miles from low value-low density areas with these water flow and hydrant standards. These standards and the subsequent rating given by the Board are major factors considered by investors when analyzing development possibilities. El Monte's fire coverage generally falls within these guidelines. However, the community's two largest industrial use concentrations (west of the Rio Hondo Channel and the Gilbert-Flair Industrial Park) are not within 3/4 of a mile from a fire station. The fire rating given to El Monte is a Class Four.

2. Library Facilities

Library services in El Monte are currently provided by the services of the Los Angeles County Library System. A new County regional library facility in the Rosemead Civic Center is the focal point for the branch libraries in the area. This facility, containing 33,000 square feet and over 100,000 volumes, is also available to the residents of El Monte.

Within the City itself there are three branch libraries. The El Monte Branch Library is the largest with some 12,000 square feet. The Norwood and Mountain View Branch Libraries each contain 1,300 square feet. The Mountain View Branch will be replaced with a 5,000-square-foot temporary building in the City's Mountain View Neighborhood Park. This new facility is expected to serve the area for three to five years, during which time a new permanent site and facility will be developed in the same general area. The Norwood Branch is also scheduled for replacement with a 5,000-square-foot facility.

El Monte's projected population for 1990 of 95,000 persons would be sufficient to support an additional 20,000 square feet of library space.

3. Health Facilities

There is currently one hospital in El Monte -- the private, short-term General Hospital located on Santa Anita Avenue northerly of Garvey Avenue. The nearest major public facility is County General Hospital near downtown Los Angeles. The distance from El Monte to that hospital poses a problem in time of emergency or when health services are needed on a regular basis. Although no new public facilities are planned in or near El Monte, there are additional private facilities in the neighboring communities, including the City of Hope Specialized Medical Center in nearby Duarte.

4. MacLaren Hall

MacLaren Hall is a juvenile hall for dependent, neglected children. This facility, built in 1930, was first used as a private welfare agency but is now operated by the Los Angeles County Probation Department. Located west of Gilman Road between Kerrwood and Dean Streets, it is old, deteriorating, and a blighting influence on the neighborhood.

The hall is now being used for non-delinquent children who come under the jurisdiction of the County Department of Public Social Services. This department's inclination to build small cottage complexes for these children near the County Hospital leaves the future role of MacLaren Hall uncertain. Money for operation has been budgeted for the 1969-70 fiscal year. The need for welfare and correctional institutions will continue, and it seems likely that the site will be used for some County purpose. For example, a new juvenile hall for delinquent children might be built on the site.

* * * * *

Table 7 summarizes the community facilities in the planning area.

TABLE 7

Community Facilities
El Monte, California

Name of Facility	Location	Floor Area	Site Size	Facilities Provided	Comments
City Hall	11333 Valley Blvd.	20,500	4.45 ac.	Dept. offices; council chambers; city records	Inadequate parking
Police Station	11323 Valley Blvd.	13,800		Control center; squad room; jail	Shares site with City Hall, incl. parking
Fire Station #1	3615 Santa Anita Ave.	8,700	1.3 ac.	2 res. units; 1 rescue unit; 1 engine pumper; 1 elev. platform and ladder unit	Administration and main station
Fire Station #2	11567 Bryant	3,450	.37 ac.	1 engine pumper	
Fire Station #3	3207 Cogswell	1,780	.35 ac.	1 engine pumper	
County Buildings	11301 Valley Blvd.		3.4 ac.	County health dept.; juvenile and mun. court; D.A.'s office	
Library, El Monte Branch	3224 Tyler Ave.	12,000	.42 ac.	65,000 volumes	County library
Library, Norwood Branch	4707 Peck Road	1,300	In shopping center	5,000 volumes	County library
Library, Mt. View Branch	2834 Durfee Ave.	1,300		5,000 volumes	County library
City Service Yard	3527 Santa Anita Ave.		3.4 ac.	Office and shops	
MacLaren Hall	4039 N. Gilman	8 ac. occupied	15.0 ac.	Juvenile hall for dependent, neglected children	Old, deteriorating

5. Educational Facilities

Presently there are three school districts serving the El Monte Planning Area -- the El Monte Union High School, the El Monte Elementary School District, and the Mountain View School District.

The El Monte Union High School District serves the entire planning area as well as South El Monte and part of Rosemead. There are four schools in this district, of which two, Arroyo and El Monte High Schools, are within the planning area. There is an additional high school site which has been purchased but not yet developed. This is located directly south of Valley Boulevard along the western side of the San Gabriel River. The school is due to open in 1971 and will accommodate approximately 1,800 students.

The Mountain View School District serves the southeasterly portion of the planning area. There are seven elementary schools and one junior high school (grades 7-8) in this area. This district presently needs at least one new school, since approximately 500 students are in double session.

The El Monte Elementary School District serves the remainder of the planning area. There are fourteen schools in the planning area of which five are K-8 schools and nine are K-6. This district also is in need of at least one additional school at the present time, since a considerable number of students are in double session.

Table 8 outlines in detail the schools and their facilities, while Figure 5 outlines the school district boundaries.

6. Park and Recreation Facilities

The El Monte Department of Parks and Recreation is responsible for the maintenance and management of the City's parks and recreation program. In addition, the department maintains the landscaping in the Valley Mall.

TABLE 8

El Monte Planning Area

Educational Facilities

School	Location	Grades	No. of Class-rooms	1967-1968 Enrol.	Site Size (Acres)	Comments
El Monte High School District						
El Monte High School	3048 N. Tyler	9-12	81	2,229	25	
Arroyo	4921 N. Cedar	9-12	73	2,330	40	
Rosemead	9063 Mission Dr.*	9-12	65	2,019	27	
Valle Lindo	1051 N. Durfee*	9-12	10	175	40	High school continuation facility
Mountain View	Valley Boulevard	9-12	--	--	40	To open in 1971
Mountain View Elementary District						
Baker	12043 Exline	1-6	15	413	8	Part on double session ˙
La Primaria	4220 Gilman Road	K-3	8	300	3	
Linda Vista	3501 Durfee Ave.	K-6	16	427	5	
Payne	2850 Mt. View Rd.	K-6	23	792	7	Part on double session
Parkview	12044 Elliott Ave.	K-6	25	740	10	
Maxson	12380 Felipe	K-6	18	587	6	Part on double session ˙
Cogswell	11050 Fineview Ave.	K-6	19	615	5	
Monte Vista*	11111 Thienes Ave.	K-6	19	601	10	
Miramonte*	10620 E. Schmidt Rd.	K-6	14	443	5	Part on double session ˙
Kranz	12460 Fineview Ave.	7-8	37	998	20	
El Monte Elementary District						
Bryon Thompson	4544 Maxson Rd.		7			For orthopedically handicapped
Cherrylee	5025 Buffington	K-6	17	590	5	Part on double session +
Cleminson	5213 Daleview*	K-6	15	443	5	
Columbia	3400 N. California	K-8	28	814	9	
Cortada	3111 N. Potrero	K-6	15	494	7	Part on double session +
Durfee	12233 Star Street	K-8	28	882	16	Part on double session ˙
Gidley	10226 Lower Azusa	K-8	25	748	11	
Le Gore	11121 E. Bryant	K-6	19	559	7	Part on double session +
Mulhall	10900 Mulhall St.	K-6	15	487	7	Part on double session +
New Lexington	10410 E. Bodger	K-6	13	382	5	
Norwood	4520 Whistler	K-6	15	429	6	
Potrero	2611 Potrero	K-8	28	902	8	Part on double session
Rio Hondo	11425 Wildflower*	K-8	28	820	11	
Rio Vista	4300 Esto	K-6	19	539	10	
Shirpser	4020 N. Gibson	K-6	15	446	9	Part on double session +
Wilkerson	2700 Doreen	K-6	21	601	7	Part on double session ˙
Wright	11317 E. McGirk	K-8	27	794	7	

˙ Located outside Study Area.
\+ Expansion anticipated.

Source:
El Monte Union High School District
Mountain View Elementary School District
El Monte Elementary School District

At the present time there are six parks in the planning area. Five of these parks are developed, while the sixth, Zamora Park, is scheduled to be developed in the near future. The developed parks have a variety of recreational facilities, which are outlined in Table 9.

The department maintains an active recreation program at most of the area's schools during the summer months. Lambert Park is the only recreation facility which is adjacent to an elementary school. The cooperation shown by the school districts and the City should be continued and expanded.

There are few vacant parcels in the planning area really suitable for park purposes. This means that providing park land will be a problem in the future, for as the City's population expands there will be a considerable demand for more park and recreation space. The joint utilization of existing and future school sites can help relieve this problem, although there still will be a need for additional park sites during the planning period. A program to promote acquisition of park land in conjunction with acquisition of school sites is also a feasible alternative. This would help foster the neighborhood concept where an area is served by a school as well as a park facility. The City will have to consider such alternatives if adequate space is to be provided for these purposes in the future. The nearest regional recreational facility is at Whittier Narrows Recreational Facility. In addition, there is potential park land at the Santa Fe Flood Control Basin and the San Gabriel River.

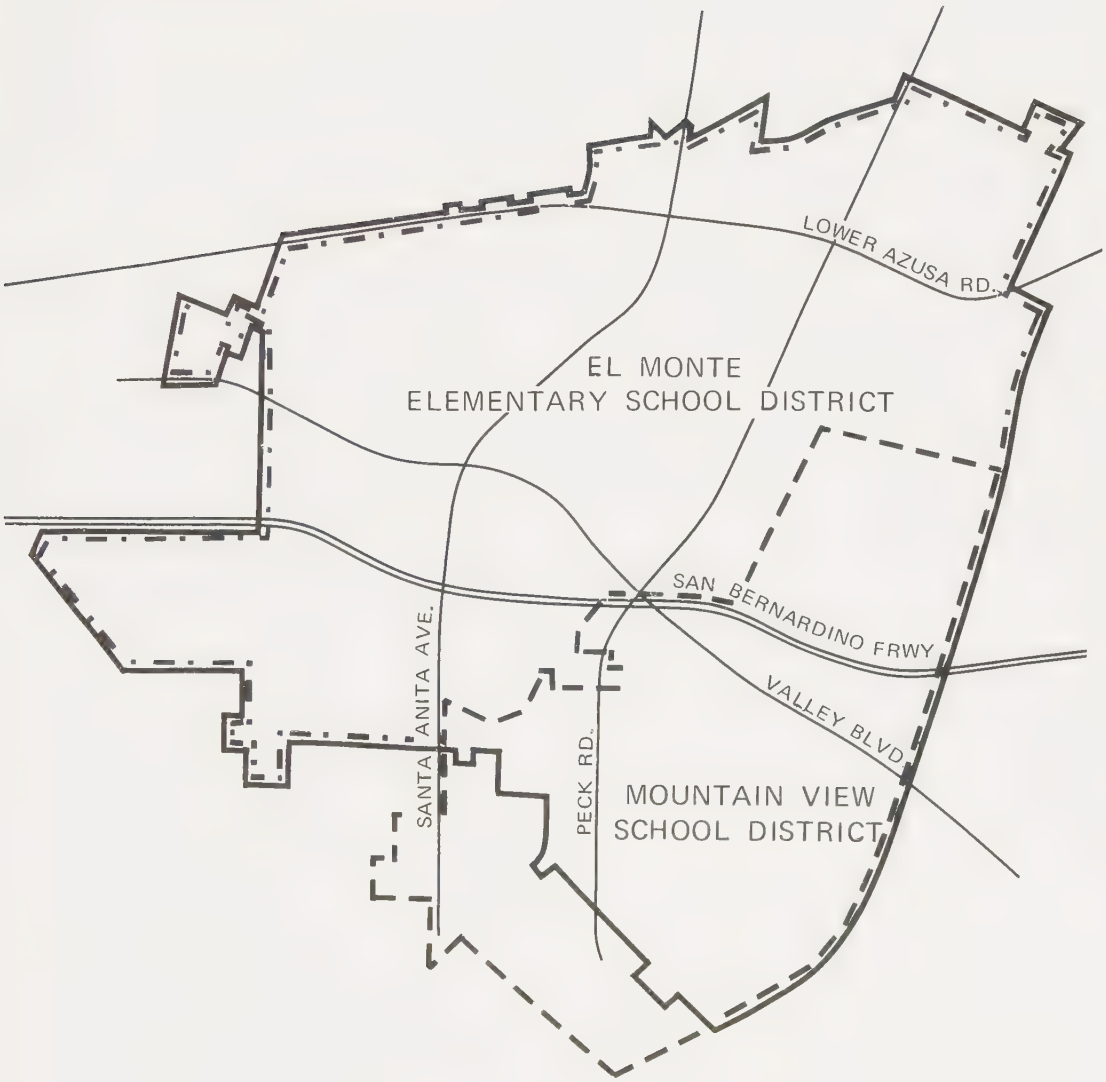
Public Utilities and Services

1. Water Supply

The City of El Monte is served by a municipal water system and 11 other water districts and mutual water companies. The city-owned system serves about 1,200 acres near the

FIGURE 5

EL MONTE PLANNING AREA
SCHOOL DISTRICT BOUNDARIES *



* El Monte Union High School District Includes The Entire Planning Area

0 1
SCALE IN MILES

NORTH

TABLE 9

El Monte Planning Area

Park and Recreation Facilities

Name of Facility	Location	Site Size (Acres)	Facilities Provided
City Park	3161 Tyler	3.4	Playground, picnic, wading pool
Community Center	Part of City Park	4.7	Arts & crafts, meeting rooms, 3 swimming pools
Fletcher Park	North of Freeway on Brockway	2.9	Playground, arts & crafts, overnight camping
Lambert Park	11431 McGirk	9.3	Playfields, meeting rooms, picnic areas
Mountain View Park	12127 E. Elliott	9.11	Playfields, meeting rooms, picnic areas
Pioneer Park	3535 Santa Anita Avenue	7.2	Playfields, meeting rooms, picnic areas
Zamora Park	NE corner Deana & Penn Mar Street	5.2	Undeveloped

Source: El Monte Department of Recreation & Parks

center of El Monte. The largest supplier is the San Gabriel Valley Water Company, which serves approximately half the City. The remaining agencies are small, often serving only a few acres. At one time there was interest in consolidating these systems, including the change of the city system into a privately owned company. Thus far no action has been taken.

The water agencies in the San Gabriel Basin obtain their water from wells. This source has been diminished to the point where Upper Basin users are now required to replenish the water supply. Most of the cities in the Basin now belong to the Metropolitan Water District, which can supply water directly to the cities. Presently, water is being dumped into the San Gabriel River, which in turn feeds the underground supply. The active sewage reclaiming process at the Whittier Narrows Sanitation Treatment Plant is also placing treated water in the river.

2. Sanitation

El Monte belongs to the Los Angeles County Sanitation Districts, which serve the entire San Gabriel Valley. The Whittier Narrows Treatment Plant collects for most of the lower San Gabriel Valley and part of El Monte. The remaining areas are served by the San Pedro facility in the City of Carson.

It is the responsibility of each city to provide sanitation lines to the Districts' mains. Presently, El Monte city mains along Tyler between Bryant and Valley Mall, Ramona from Santa Anita to Peck, and several others in the same vicinity are being used to capacity. Future development in this area, or other areas served by these mains, will undoubtedly require additional lines.

3. Drainage

Major drainage facilities in the El Monte area are the Rio Hondo Channel, the Santa Fe Flood Control Basin

located northeast of the City, and the San Gabriel River. This latter facility was left unlined to permit percolation of rain and runoff water to replenish underground water sources. Both the Rio Hondo Channel and the San Gabriel River run northeast-southwest, and most of the study area lies between the two. Although these facilities control major storm waters, additional storm drains are needed to control and channel local water flow.

Except in some isolated areas, a network of underground drainage facilities serves most of El Monte. In residential areas with no curbs and gutters, surface water is not confined to the streets, but flows across the entire neighborhood. Several drainage projects proposed along the eastern part of the City would help alleviate these problems.

Circulation System - Problems and Potentials

The existing circulation system of El Monte, for historical and physical reasons, does not conform to the usual grid pattern found in most Western United States cities. Instead, the north-south arterials tend to follow the northeast to southwest orientation of the Rio Hondo and the San Gabriel River, while the east-west arterials vary from Valley Boulevard, which follows a mission days route from northwest to southeast and parallels one of the first railroads in the area, to Garvey Boulevard which follows an almost straight east-west alignment befitting its early role as a part of a major cross-continental route. These alignments, independently developed, have created many acute angled intersections and interlocking traffic patterns which pose special traffic operations problems.

1. Regional Access

El Monte is being served by an increasingly improved and dense system of freeways, as seen in Figure 6. However, only one, the San Bernardino Freeway (Interstate 10), crosses El Monte. This eight-lane, east-west transportation spine of Southern California has interchanges

in El Monte at Baldwin Avenue, Santa Anita Avenue, and Peck Road-Valley Boulevard, and partial interchanges at Exline Street east of Peck Road and at Garvey Avenue east of Durfee Avenue. The Pomona Freeway (State Route 60) also serves an east-west corridor south of the San Bernardino Freeway. Interchanges affecting El Monte are located at Rosemead Boulevard, Durfee Avenue and Tyler Avenue.

The San Gabriel River Freeway (Interstate 605) follows a north-south route along the eastern edge of El Monte and connects southerly areas to the Pomona Freeway and the San Bernardino Freeway. Bids have been opened for construction of this facility north of the San Bernardino Freeway. When completed in 1971, it will terminate at the Foothill Freeway near Duarte. Streets which are or will be directly connected to the San Gabriel River Freeway are Valley Boulevard, Ramona Boulevard, Lower Azusa Road and Live Oak-Arrow Highway.

Route 164 Freeway, a north-south facility, is proposed west of El Monte in the vicinity of Rosemead Boulevard. Although the route will probably not be adopted until about 1974, it will follow a general alignment west of Rosemead Boulevard and connect the San Gabriel River Freeway with the Foothill Freeway.

The Foothill Freeway (Interstate 210) is now under construction on a considerable part of its 86-mile length. An eight-mile link of this eight-lane freeway connecting Arcadia to Azusa was opened to traffic during the winter of 1968 - 1969. Located about four miles north of El Monte, this freeway will provide additional mobility for the very heavy east-west traffic demands generated by growing population and activities in the San Gabriel Valley.

2. Arterial Street System

The City's street system has an irregular pattern. It has been influenced by the flood control channels and the railroad

FIGURE 6
FREEWAY DEVELOPMENT MAP

lines. The following arterials are shown as major highways on the County of Los Angeles Master Plan of Highways:

General North-South Orientation:

- Baldwin Avenue (extended over the Rio Hondo Channel and tying into Merced Avenue)
- Santa Anita Avenue (north of San Bernardino Freeway)
- Peck Road
- Durfee Avenue (south of Ramona Boulevard)
- Mountain View Road (between Tyler Avenue and Peck Road)

General East-West Orientation:

- Ramona Boulevard
- Valley Boulevard
- Garvey Avenue

The County Master Plan of Highways also shows as secondary highways:

- Lower Azusa Road
- Arden Drive (north of Valley Boulevard)
- Santa Anita Avenue (south of the San Bernardino Freeway)
- Tyler Avenue
- Mountain View Road (between Peck Road and Valley Boulevard)
- Durfee Avenue (Ramona Boulevard to Lower Azusa Road)
- Parkway Drive-Denholm Avenue (southeast of Durfee Avenue)

The City of El Monte's Select Street System, which exists to establish eligibility for certain State gas tax fund moneys for street engineering, construction and maintenance activities, includes most of these arterials in whole or in part. Exceptions are:

- Baldwin Avenue (south of the San Bernardino Freeway)
- Santa Anita Avenue (between Valley Boulevard and Lambert Road)
- Durfee Avenue (between Valley Boulevard and Lambert Road)
- Durfee Avenue (between Valley Boulevard and Exline Street and between Ramona Boulevard and Lower Azusa Road)
- Parkway Drive-Denholm Avenue

Shown on the Select System Map as only collector streets are:

- Mountain View Road
- Santa Anita Avenue (south of the San Bernardino Freeway)
- Arden Drive

Existing traffic volume patterns on major circulation elements in El Monte can be categorized as follows:

10,000 - 20,000 Vehicles Per Day:

- Santa Anita Avenue (Ramona Boulevard to Lambert Avenue and south of the Freeway)
- Tyler Avenue

- Peck Road (south of Garvey Avenue)

- Durfee Avenue

- Lower Azusa Avenue (east of Peck Road)

15,000 - 20,000 Vehicles Per Day:

- Lower Azusa Road (west of Peck Road)

- Baldwin Avenue (north of the freeway)

- Santa Anita Avenue (north of Lambert Avenue)

- Ramona Boulevard (east of Valley Boulevard)

- Garvey Avenue (east of Peck Road)

20,000 - 25,000 Vehicles Per Day:

- Valley Boulevard (Santa Anita Avenue to Tyler Avenue and east of Garvey Avenue)

- Garvey Avenue (west of Peck Road)

- Peck Road (north of Lower Azusa Road)

More Than 25,000 Vehicles Per Day:

- Peck Road (Valley Boulevard to Lower Azusa Road)

- Valley Boulevard (west of Santa Anita Avenue)

Generally, the quality of traffic service provided by El Monte arterials is not satisfactory. Existing traffic operations practices and traffic regulations appear to have been responses to politically active individuals or groups or to have been inherited from other jurisdictions (State or County) without having been modernized in the

intervening years to accommodate growing traffic needs. Some elements of the arterial street system, such as Peck Road and Valley Boulevard in the proximity of the San Bernardino Freeway, are severely congested during peak hours and frequently during other hours. The majority of the arterials have four travel lanes but, with the exception of a portion of Peck Road, lack median separation. There is no control of access along these thoroughfares, and the considerable number of local streets, driveways and other access points severely increases traffic conflict and substantially limits the capacity and quality of service. The pavement and right-of-way widths of El Monte's arterials are generally adequate, but little use is made of present day traffic operations techniques to carry traffic smoothly, safely and efficiently. For example, curb parking is still generally permitted. Improvement in the operation of the existing arterial system should be a first step in improving the attractiveness and viability of El Monte's commercial areas.

The elements of the City street system which experience repetitive congestion are shown in Figure 7. The intersections or elements of the street system where congestion occurs should be made the subject of an intensive traffic operations study to determine the best remedies for each, the costs of correction, and the relative priorities.

Requiring a longer time to accomplish, but very much needed, is completion of some elements of the Master Plan of Highways. The connection of Valley Boulevard and Garvey Avenue by building Durfee Avenue across or under the Southern Pacific Railroad would relieve traffic at both the Valley-Garvey Five-Points area and along Peck Road. The extension of Baldwin Avenue southerly from the San Bernardino Freeway to connect with the portion already existing north of Valley Boulevard would assist the development to its full potential of the westerly portion of El Monte.

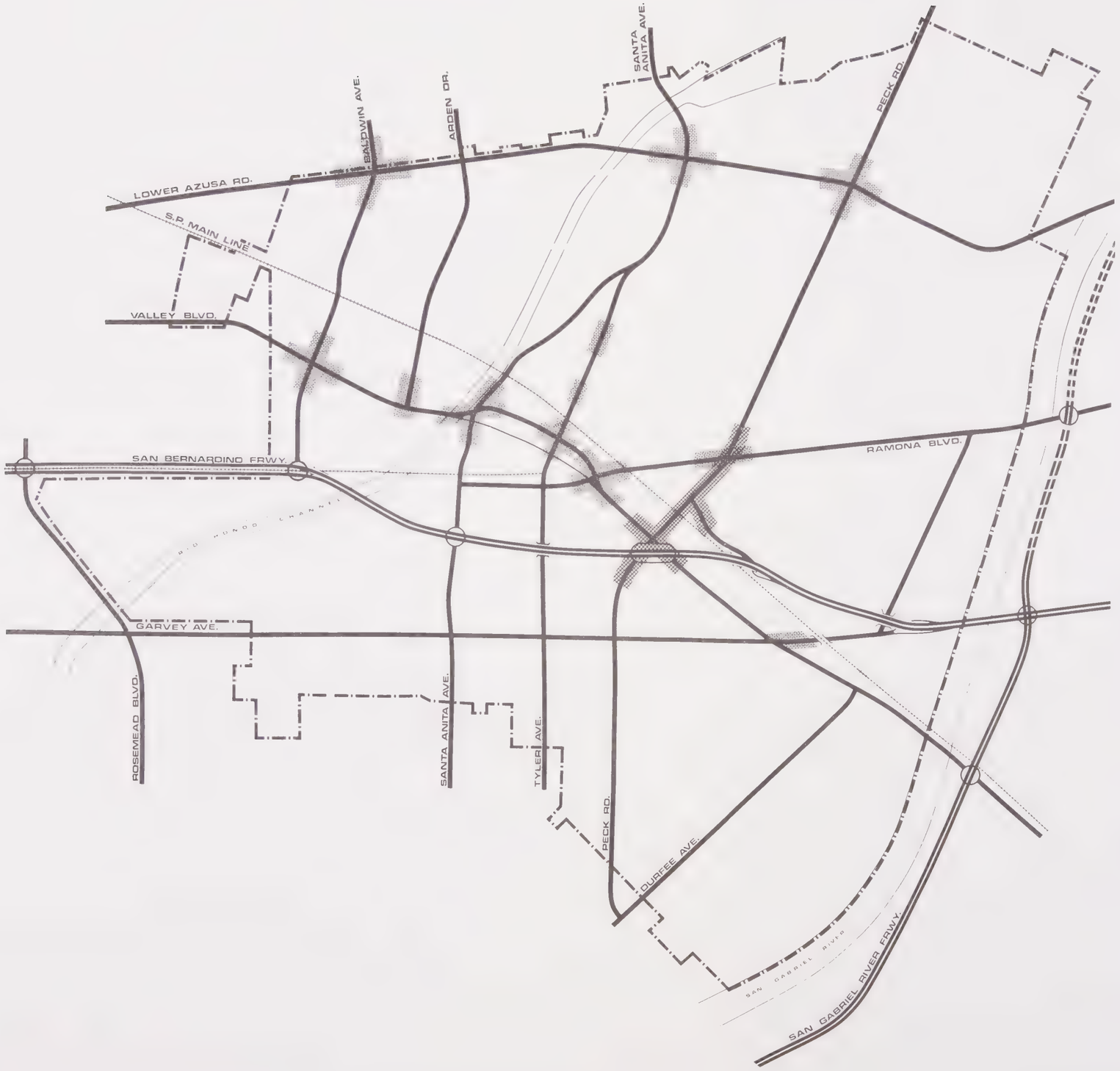


FIGURE 7
EXISTING CIRCULATION SYSTEM

AREAS OF REPETITIVE CONGESTION

FREQUENT

PEAK HOURS ONLY

EL MONTE GENERAL PLAN

GRUEN ASSOCIATES
ARCHITECTURE · PLANNING · ENGINEERING

0 600 1200 1800
SCALE IN FEET

NORTH

3. Collector and Local Streets

As with many other older communities, during the development of El Monte's street system generally little thought was given to the now accepted principle of the need to separate the two principal functions of a street or highway. One of these functions is to provide for efficient and rapid travel; the other is to provide for access to adjacent parcels of land. The two functions are in conflict. The conflict is resolved, or at least ameliorated, by providing separate classes of streets for each. Collector streets serve both functions, but with admitted compromises. Local access streets should not be required to serve through traffic movements. Therefore, continuity of these streets is not only unnecessary, but should be discouraged. In many parts of El Monte, this has already been accomplished, and the present trend by home developers to consolidate several larger parcels and resubdivide with new local access provided is commendable.

4. Railroads and Rapid Transit

El Monte is crossed by two railroad lines. The Pacific Electric line, now used for only one train per day, runs east and west from the San Bernardino Freeway median west of the Rio Hondo along the north side of Ramona Boulevard. The other, the mainline of the Southern Pacific Railroad, runs from northwest to southeast roughly parallel to and north of Valley Boulevard. About 40 trains per day use this line to and from Los Angeles. No passenger service is provided to El Monte, but freight sidings are served as needed. Santa Anita Avenue, the San Bernardino Freeway and Garvey Avenue are the only grade separated crossings of this very busy railroad. The at-grade crossings of Baldwin Avenue, Arden Drive, Tyler Avenue, Ramona Boulevard, and especially Peck Road with the Southern Pacific Railroad involve many and frequently long interruptions of vehicular traffic.

The Southern Pacific Company, owner of Pacific Electric lines and trackage, has requested the State Public Utilities Commission to permit their use of the Pacific Electric line, including a new connection between the two lines at their point of crossing. Coupled with the application was a proposal to abandon the Pacific Electric line east of the proposed connection. The City has proposed to the Commission that the railroad be required to make the connection via a new line along the west bank of the Rio Hondo, to prevent disruption which a major rail line through the Central Business District would cause. The matter has not yet been decided.

Bus service to the City of El Monte is provided by the Southern California Rapid Transit District. Several lines operate within and through the City, providing service principally to the east and west. These lines converge in the area of the old Pacific Electric station at Ramona Boulevard and Tyler Avenue.

The Rapid Transit District proposed in its bond issue election in 1968 to construct a line to Los Angeles with its eastern terminus in El Monte. The issue failed, but as an interim measure, the District is now seeking a Federal grant to establish an express bus service on an exclusive bus roadway located in the median area of the San Bernardino Freeway. The easterly terminus would be immediately west of Santa Anita Avenue on the existing Pacific Electric right-of-way. This operation will require a large amount of parking adjacent to the station, which the District has proposed to locate south and west of the terminal. If the parking is located north of the terminal, however, in the area now occupied by the City Corporation Yard and a park, lying between the Rio Hondo and Santa Anita Avenue, it would be more favorably situated relative to the Central Business District, and would assist in the regeneration of that area.

5. Airports

El Monte Airport is the only facility serving the western San Gabriel Valley. Until recently it was privately owned,

County operated, and limited to small non-commercial aircraft. However, the County of Los Angeles recently acquired the site, and the County Engineer, Aviation Division, has prepared a development plan calling for the expansion and complete rebuilding of the facility. The plan indicates a total site of 93 acres with a new 4,300-foot runway, administrative building, added shops, automobile parking, control tower and a 50% increase over the 285 existing tie-down spaces. Land for the expansion is currently being acquired.

The airport is located in the north-central part of El Monte between the Rio Hondo Channel and Santa Anita Avenue. Most of the site lies 15-20 feet below the surrounding residential areas. The runway is in a northeasterly-southwesterly configuration. Expansion of the runway is limited by the railroad on the south and Lower Azusa Road on the north. The runway is presently paved for 2,480 feet with about 1,000 feet of unpaved overrun area at the south end.

An instrument approach system, operating remotely from Ontario International-March Field Command, has recently been installed. However, it is of limited utility because of the remote operation of the radar portions.

Present use, lacking a good control tower count, is estimated at 800 operations (take-offs and landings) per day. While the runway expansion will allow larger planes, the control tower operation proposed will also provide better control of spacing between planes. The net effect will be better operations, but probably not at any higher level than present.

Golden West Airlines presently provides commuter services to and from El Monte Airport, but only on an on-call basis. This currently averages about 16 flights per day. They also carry a small amount of air freight. El Monte Airways has recently initiated a freight service on a non-scheduled basis.

El Monte Airport is and will continue to be an important general aviation facility. It is not anticipated, however, that it will become a major passenger or air freight terminal. The advent of STOL (Short Take-Off and Landing) aircraft may increase the usefulness and demand for air commuter or passenger services to the major airports, but the trend toward containerization for all forms of cargo transport argues for truck transport to major air terminals. Significant expansion of the passenger commuting services will require major expansion of automobile parking facilities.

General Physical Development - Problems and Potentials

There are a number of physical factors which affect planning in El Monte. Of major concern is the City's inability to expand, caused by being surrounded by six incorporated cities. The only unincorporated lands within the study area are an area of approximately 130 acres located in the northwest quadrant of the cities, and several other smaller parcels. Any expansion of El Monte's boundaries beyond this would require the incorporation of other cities.

Equally important is the fact that the City is fragmented by a number of physical barriers, by the railroads, the freeway, and the Rio Hondo Channel. These facilities not only inhibit transportation, but also discourage any sense of community identity.

A third major factor which has affected planning is the lack of vacant land in the area, necessitating the assemblage and clearing of land for new developments. In many cases this is a difficult task, since it involves many property owners of smaller parcels.

In addition to these physical factors there are other development projects which also were considered in the planning process. The two major construction projects which would affect the area are the rapid transit district proposal and the expansion of El Monte Airport.

The Southern California Rapid Transit District has plans to develop a transit system radiating out from Los Angeles in a number of areas. El Monte has been chosen as the eastern terminus of the system, in its first stage of development. An interim stage of the project utilizes express busses in the median strip of the San Bernardino Freeway, while plans for the first stage foresee this service being converted to a fixed rail system. The impact of a rapid transit terminal in El Monte will be felt in a variety of ways, and the General Plan has approached its recommendations with this key element as an input.

The expansion of El Monte Airport also is a major construction project in the planning area which had to be considered. The expansion plans call for a new 4,300-foot runway, administration building, added shops, automobile parking areas, and an increase in the available tie-down spaces. A control tower to regulate landings and take-offs on a formal basis is also proposed. Such an expansion of the airport would necessarily affect the land uses adjacent to it. An increase in the activity at the airport could foster new types of land uses adjacent to the airport which would have to be planned for. Both of these projects have had an influence on the planning program which has been carried out.

Building Conditions

The quality of building structures in the planning area is a very important aspect of the overall physical development potential of the area. The condition of structures plays a major role in determining areas which need rehabilitation, as well as areas which should be conserved and those that are ready for a re-cycling of uses. A detailed analysis of these conditions in the planning area can be found in the Community Improvement Section of this report.

CHAPTER III

GOALS AND OBJECTIVES

The General Plan for El Monte is meant to be a document which will be actively used to guide the area's growth during the next twenty years. The foundations of the plan are the research and analysis phase, which was carried out from the outset, and a set of goals and objectives which were developed to guide the formulation of the plan as well as to provide guidance in the actual implementation of the plan.

The main purpose of developing goals and objectives is to create a framework within which the plan can be developed, and later to provide a guide to public and private decision making in the community.

The specific goals and objectives which have guided the formulation of the plan are as follows:

Community Level Goals and Objectives

1. El Monte should encourage and promote balanced and diversified future urban development.

   El Monte on the whole can be considered a balanced community. A balanced community would be one which can provide for most of the needs of its residents in the areas of housing, employment and shopping facilities. El Monte does possess a variety of housing types, commercial areas and employment opportunities at the present time. As the City grows in the future, this balance should be maintained and expanded.

2. El Monte should encourage and promote methods to offset deterioration and other blighting trends in order to achieve an improved urban environment.

   There are many areas in the community which, over a period of time, have begun to show signs of deterioration. This trend should be dealt with immediately, so that the total urban environment is not downgraded. Public and private action should be channeled to alleviate this problem.

3. El Monte should encourage the elimination of substandard conditions and focus on rebuilding the older sections of the community. Attention should be focused on the revitalization of deteriorating areas.

   There are numerous areas within the community which are in a state of deterioration. The projected growth which will occur in the planning area provides an excellent opportunity to upgrade these areas. New development should be channeled into these areas to help revitalize them. The lack of vacant land for new development makes this recycling of land usage a feasible solution.

Residential Goals and Objectives

1. El Monte should encourage a variety of residential developments, with varying housing types, densities, and price levels, to meet the needs of both present and potential residents.

   The housing needs of the future residents of El Monte will be quite varied. There will be a demand for a wider variety of housing types as well as price levels. The community should encourage quality developments which provide this variation to ensure that all the residential needs of the residents can be met within the community.

2. El Monte should encourage flexibility in its residential developments to avoid stereotype block development.

A rigid policy of separating housing types and densities fosters monotony in the community's residential areas. A greater flexibility in housing design and densities can contribute to a more interesting and varied urban fabric. In addition, a wider selection of housing types will help meet demands for the varied housing types which will arise in the future.

3. El Monte should encourage better organized, cohesive residential areas, which function as true neighborhoods.

Neighborhood areas within the community should be considered as individual units of a greater whole. That is, the neighborhood areas of El Monte should strive to achieve an individuality in their character. A variety of housing units, a central focus such as a school or park, all contribute to a better balanced and cohesive neighbrohood. If a series of such neighborhoods can be created, the City as a whole will take on the character of an organized and unified unit.

Commercial Goals and Objectives

1. El Monte should focus commercial development in the Central Mall Area. Concentration of regional commercial activity in this area can bolster this area as well as create a cohesive city center.

The central area of the community should be the overall focus of activity within the City. By encouraging added commercial development of varying types, it is felt that the city center area can attain a more prominent position in the overall commercial activity carried on by the residents of El Monte.

2. El Monte should attempt to achieve a more efficient development of strip or highway commercial areas.

Automobile-oriented commercial development should be clustered in appropriate developments so that they are immediately accessible but not in conflict with movement patterns. These developments should not be allowed to spread randomly along the City's major streets.

3. El Monte should provide for an overall balanced distribution of retail commercial areas by developing convenience goods outlets within easy access to all areas of the community.

Establishing commercial areas in close proximity to all sections of the City will help create a commercial sector which is responsive to the needs of residents on a neighborhood basis. Care must be exercised to ensure that these facilities contribute to the area and do not detract from it.

4. El Monte should attempt to upgrade the visual features of its commercial areas and provide for acceptable visual qualities in all future development.

The visual attractiveness of commercial development is an important element in a community's overall image. In many instances this feature has been neglected in El Monte's commercial sector. A need to revise existing conditions and provide guidance for new development is apparent.

5. Efforts should be directed towards improving the visual appearance and functional efficiency of strip or highway commercial uses.

Highway commercial areas play a major role in El Monte's commercial sector. General visual upgrading of these

areas throughout the City is vitally needed. Upgrading these areas can influence the overall City townscape as well as increase their desirability as shopping areas.

Industrial Goals and Objectives

1. El Monte should encourage a strong diversified industrial element to provide a range of employment opportunities for citizens of the community, as well as provide a firm, stable tax base.

   The industrial sector of a city's economy can be a major factor in the overall economic well being of the area. El Monte has at present a solid industrial base, and this should be developed and expanded in the future.

2. El Monte should continue the promotion and development of attractive, quality industrial areas such as exist south of the San Bernardino Freeway, between the Rio Hondo Channel and Rosemead Boulevard.

   The new industrial development that is proceeding in the Gilbert-Flair Industrial Park is an asset to the community. Quality development such as this should be sought for El Monte's future industrial expansion.

3. Industrial areas should be located with consideration given to transportation access and performance standards.

   Performance standards govern the control of noise, odor, smoke, heat, etc., which are emitted from an industry. The amounts and types of these elements emitted should, in part, govern the industry's location within the community. El Monte should develop such standards.

Circulation Goals and Objectives

1. El Monte should optimize the operation of its existing circulation system.

   Present traffic demands are producing repetitive congestion in several locations. Existing operations and traffic regulations should be reviewed and changed as necessary.

2. El Monte should complete its circulation system.

   There are several missing links in the circulation system. Construction of these roadways will relieve traffic demands elsewhere in the system and encourage general development in the City.

3. El Monte should work with the Division of Highways to improve its freeway accessibility.

   One existing interchange serves only the area on one side of the freeway, another serves only one direction on the freeway. As part of completing the circulation system, these deficiencies should be remedied.

4. Grade separations between major arterials and the railroad should be constructed.

   The separation of rail and vehicular traffic is needed to promote a more efficient flow of the circulation system as well as to promote safety.

5. El Monte should encourage policies favorable to the realization of a rapid transit system.

   The rail rapid transit could be a very positive element in El Monte's future development. Such a facility could foster a variety of new commercial and residential

development, especially in close proximity to the terminal. The community should encourage the development of such a system, which in turn will be an asset to the City.

Community Facilities - Goals and Objectives

1. Major municipal buildings should be grouped together in a civic center, which can enhance development in the City Center.

   Grouping public buildings in a civic center development helps create a focal point and activity center for the community. This type of development helps to strengthen the whole central area of the City.

2. Adequate park and open space provisions should be made to meet the increased demands of present and future El Monte residents.

   As the City's population grows there will be an expanded demand for park land and open space. Provision of such land is necessary to break up the often monotonous tendencies of urban development, as well as to provide for recreational needs of future residents.

3. Schools should be located as close as possible to the students they will serve, and the number of major street crossings necessary should be minimized.

   In placing schools a prime consideration should be to locate them as near as possible to the population they will serve. This would allow for a minimum of travel time between home and school for the students, as well as help maintain a closer relationship between the school officials and the area they are serving. From the standpoint of safety, schools should be so placed as to not require children to cross major streets to reach their school.

CHAPTER IV

THE GENERAL PLAN

Introduction

The El Monte Planning Area is composed of 9.26 square miles and has a population of approximately 65,000 people. By 1990 this population can be expected to grow to 95,000 persons.

To adequately accommodate this expansion the following amounts of land will be required:

Land Use	Number of Gross Acres
Residential	3,420
Commercial	490
Industrial	1,080
Public	640
Other*	500
TOTAL	6,130

Following is a summary of the proposed land use development during the planning period.

Residential Development

By 1990 a total of approximately 42,000** dwelling units will be needed to house the projected population of 95,000 people. The expected demand for types of dwelling units breaks down as follows:

- 4,700 dwelling units at average density of 5 dwelling units per gross acre, on 950 acres

- 7,300 dwelling units at average density of 8 dwelling units per gross acre, on 910 acres

---

* Freeway right-of-way, railroad right-of-way, waterways, powerline and other utility easements, and vacant.

** Includes replacement demand.

- 13,500 dwelling units at average density of 15 dwelling units per gross acre, on 900 acres

- 16,500 dwelling units at average density of 25 dwelling units per gross acre, on 660 acres

The first two types would be in the form of single-family detached homes, the third type in town houses or patio houses, and the last in multi-family garden apartments. The total acreage for residential uses is expected to be 3,420 acres.

Commercial Development

Approximately 490 acres of land will be needed for commercial activities by 1990. A demand will exist for some 70 acres in non-retail uses such as office space. The remaining acreage will be devoted to retail commercial activities of three varieties: city center commercial, highway commercial, and neighborhood commercial.

Industrial Development

The El Monte Planning Area at the present time has a significant industrial sector. During the planning period the area can expect a considerable increase in the land needed for industrial purposes. At present there are 450 acres of land in this use. By 1990 this can be expected to expand by 630 acres, bringing the total to 1,080 acres.

Public Land Development

By 1990 it is projected that schools in the El Monte Planning Area will require a total of 370 acres of land. It is expected that there will be a need for a total of 19 elementary schools, 8 elementary-junior high schools, and 3 senior high schools.

In the area of parks and recreation, the plan proposes a total of some 357 acres of land. The provision of this land area, and the types of facilities that it includes, are outlined in the parks and recreation element of the plan.

Residential Land Use

The General Plan projects a total population of 95,000 people by 1990 for the El Monte Planning Area. To meet the housing needs of this population a total of 42,000 dwelling units will be needed. The plan recommends four density classifications to meet these needs. Density refers to the average number of dwelling units located on an acre of land. These classifications are meant to be used as an averaging device and not absolute numbers. By knowing approximately how many housing units will be located in a given area, community facilities and other municipal services can be logically correlated with the distribution of population.

The densities proposed in the plan should not be regarded as absolute limitations for every parcel of land. Development of a parcel of land should be considered as a whole and not merely in a density sense. Flexibility should be allowed so that a development can proceed in response to a particular design concept or in response to a particular market being sought. For example, 10 acres in a single-family attached (10 dwelling units per acre) category would have an upper limit of 100 dwelling units, but a developer and the City should have the freedom to specify that the 100 dwelling units might be built on five acres or the whole ten acres. This would allow more flexibility in design and could foster variety in residential developments.

The four densities recommended are:

1. Low Density - 5 dwelling units per gross acre
2. Low Density - 8 dwelling units per gross acre
3. Medium Density - 15 dwelling units per gross acre
4. High Density - 25 dwelling units per gross acre

Low Density (5 dwelling units per gross acre)

This lowest recommended residential density would take the form of the traditional single-family detached house on flat lands. This density is recommended for two areas within the community.

The first is the general area north of Ramona Boulevard and east of Peck Road. The other major concentration would be south of the San Bernardino Freeway between Baldwin Avenue and Santa Anita Avenue and north of Garvey Avenue. By 1990 it can be expected that there will be a demand for some 4,700 dwelling units at this density.

Low Density (8 dwelling units per gross acre)

This type of density also represents single-family development of the type now found throughout El Monte. It is anticipated that the remaining single-family dwelling units will be accommodated at this density. Major concentrations of this density are recommended for the area south of Valley Boulevard and east of Durfee Avenue, the area north of Bryant Road between Sanita Anita Avenue and Peck Road, and the area west of the Rio Hondo Channel and east of Arden Drive. There is also a smaller concentration north of Garvey Avenue between Santa Anita Avenue and Tyler Avenue. By 1990 there will be a demand for 7,300 dwelling units at this density.

Medium Density (15 dwelling units per gross acre)

This type of density includes a variety of housing types, such as town houses, patio houses and duplexes.

Three major portions of the area are recommended for this type of development: the general area bounded by Ramona Boulevard on the north, the San Gabriel River on the east, the San Bernardino Freeway on the south, and Stewart Street and Peck Road on the west; the area between Santa Anita Avenue and Peck Road north of the railroad and south of Bryant Road; the area west of Baldwin Avenue south of the Rio Hondo Channel to the southern city boundary. By 1990 some 13,500 dwelling units are expected to be in demand at this density.

High Density (25 dwelling units per gross acre)

The highest density recommended for El Monte would result in development of garden apartment types of units. The anticipated

demand for such units is expected to reach 16,500 by 1990. This residential development is recommended in three areas of the City. The first is the area south of Garvey Avenue stretching from Santa Anita Avenue on the west to Durfee Avenue on the east. The second significant concentration is north of the San Bernardino Freeway and south of Ramon Boulevard, between Santa Anita Avenue and the intersection of Valley Boulevard and Peck Road. The last area is west of the Rio Hondo Channel south of Valley Boulevard and on either side of Baldwin Avenue.

Commercial Land Use

In conjunction with the overall expansion of the planning area, there will be a significant growth in the commercial sector. There will be a need for a variety of new commercial facilities to meet the demands of the expanded population. The plan proposes three major types of commercial development:

1. City-Center
2. Highway-Oriented
3. Neighborhood

The City Center Area of El Monte presently is lagging in retail sales compared to other portions of the commercial sector. The area has many problems due in large measure to its age and other physical factors. Upgrading and revitalizing this area should be a prime concern of the community. Because of the importance of this area, recommendations and proposals for it are contained in a separate section of this plan.

Highway-oriented commercial activities currently exist along many of El Monte's major arterial streets. This type of land use includes gasoline stations, car and trailer sales, and other commercial uses which depend heavily on highway access for their success. The plan recommends three general locations for this type of commercial development.

The first area is along Garvey Avenue, an area already predominantly developed in this type of commercial use. The plan calls

for a retention of these uses, as well as some expansion and upgrading. Expansion of highway commercial facilities should take a different form from that which exists presently. In most cases current uses are situated on large lots and can only make use of a small portion of this area. In addition, they create many access points onto the arterial street on which they front, leading to inefficiency of such a street as a prime traffic mover. Commercial development proceeding along arterial streets should be encouraged to cluster and generally to utilize land more efficiently.

The second concentration of highway-oriented commercial uses is recommended at Five Points. At present the area is established as a commercial center, and with the growth projected for El Monte, this area could considerably expand in the commercial sector. The general boundary of this concentration would be Garvey Avenue on the south, the railroad on the east, the San Bernardino Freeway to the north, and Peck Road on the west.

The last major area of this type of commercial use is recommended along Peck Road north of Ramona Boulevard. At the present time, substantial commercial development is proceeding in this area. There are many areas along Peck Road which as yet have not developed for commercial use. The City has the opportunity to channel and guide the eventual development in these areas to ensure that it is developed as an asset to the community.

Neighborhood commercial activities are the third major commercial type proposed. This type of commercial area provides limited commercial services for nearby residents of a given area. Commercial uses such as dry cleaners, barber shops and beauty salons, food stores, etc. are typical for such commercial centers. The plan recommends the location of these centers in five general areas. It should be noted that two of these centers would be new developments, while the remaining three are already in existence. The two new areas would be between Killian Street and Lambert Avenue along Peck Road, and the area north of Lower Azusa Road on either side of Santa Anita Avenue. The remaining

areas are located at the intersection of Lower Azusa Road and Peck Road, the area on Lower Azusa near Arden Drive, and an area at the intersection of Valley Boulevard and Baldwin Avenue.

Industrial Land Use

The industrial sector is an important portion of El Monte's overall economic viability. The industrial base within the City currently is substantial, and this base has the potential to expand greatly by 1990. As with all potentials of the community, the realization of industrial expansion depends heavily on the City's desire to seek and promote such development. The plan projects that by 1990 there will be a need for some 630 additional acres of land for industrial uses. To accommodate this demand three types of industrial uses are recommended for the planning area:

1. Office-Warehouse
2. Light Industry
3. Heavy Industry

Office-warehouse is an industrial use which can be quite compatible with a wide range of other land uses. It is an industrial activity which does not require extensive tracts of land as is the case with many manufacturing uses. A primary locational factor of this type of use is good transportation access. The ability to move goods by truck, rail, or air is an essential element for warehousing in general. The plan recommends that this use be concentrated along Durfee Avenue south of Valley Boulevard. The character of the area is presently established as an industrial section, since it consists of a mixture of industrial and heavy commercial uses. Durfee Avenue provides the needed access to the area and will become a more prominent factor when it is extended and tied into the freeway as proposed in the circulation plan. It should be noted that development along Durfee Avenue should proceed so that there is a minimum number of access points from the land uses to the street. The provision of access roads

to the rear of these developments or along the front is necessary so that traffic generated by these uses is allowed onto Durfee Avenue only at certain controlled access points.

The second major type of industrial use proposed is light industry. This industrial type has no offensive characteristics such as emission of noise, smoke, fumes, etc. This area also is compatible with neighboring land uses, even of a residential variety. El Monte has made a good beginning in attracting such industrial uses, as evidenced by new development in the industrial park just south of the freeway and north of the Rio Hondo Channel in the western portion of the community. The plan proposes expansion of this use in four general areas: the industrial park area mentioned above, the area bounded generally by the San Bernardino Freeway, the San Gabriel River and the Southern Pacific Line, and an area west of the Rio Hondo Channel north of the freeway. The fourth concentration of this use is proposed in the area adjacent to the El Monte Airport and west of Santa Anita Avenue. The expansion of activity at the airport will foster a demand for limited amounts of airport related industrial uses.

The third major industrial use proposed for the community is heavy industry. In many instances this industrial type can have characteristics which make it incompatible with most other land uses, especially residential. But again this depends entirely on the specific industry being considered. The plan proposes that these uses be located west of the Rio Hondo Channel, the major concentration of which would be west of Baldwin Avenue.

Two further recommendations are suggested in connection with industrial development. The first is that the community should develop performance or development standards which would be applied to industrial location. These standards deal with the amount of noise, odor, smoke, heat, vibration, etc. which are emitted by an industrial use. The character and amount of these emissions would then play a major role in locating an industry within the community.

The second proposal deals with the separation of industrial uses from residential uses. It is felt that there should be a separation of these uses, no matter what type of industrial use is being considered. The plan shows a buffer area designation in those areas where residential uses are in close proximity to an industrial use or along the rail line. This buffer area is meant to be both a physical and psychological separation point for these uses.

This area can take the form of a heavy landscaped strip, or an actual physical separation of uses by a given number of feet. The utilization of such an area can foster a more compatible overall land use plan.

Figure 8, the Land Use Plan - 1990, shows the general location of the land uses recommended for the El Monte Planning Area.

CIRCULATION PLAN

Objectives

The circulation plan's purpose is to designate a system of arterials which will provide adequate transportation links within and between the proposed land use elements. To achieve maximum efficiency, safety and community service, transportation goals must be achieved within the broad framework of the overall community aims. Mobility is not a goal by itself.

Vital relationships exist between the street and highway network and the uses of the land. The type of land use, its intensity, and the manner in which the land is developed all affect the character of, volumes traveling on, and the efficiency of the street network.

Specific objectives guiding formulation of the circulation plan include:

- To provide an efficient street network which will allow maximum circulation, safety and economy of movement.

- To provide a street classification system which is in accord with the proposed land uses and the proposed community facilities.

- To provide adequate links between the various elements of the community and the metropolitan region.

- To recognize existing problem areas and provide circulation elements adequate to relieve these problems.

- To discourage use of local residential streets by through traffic.

Development

Development of the circulation plan began with an analysis of the existing system. The existing streets and highways represent a very large investment which cannot be disregarded. The plan is therefore based on the existing system, but proposes extensions and modifications of that system.

Elements

In an efficient circulation system, streets and highways are classified by the function and nature of both their intended use and intended service area. Each classification or element serves either movement or access (two conflicting functions) in a distinctly different degree. The function of each classification governs the standards and traffic features of each classification. The standards and design criteria should make the intended function of each street obvious to every driver.

The classifications used are:

1. Freeways
2. Arterials
3. Collector Streets
4. Local Access Streets

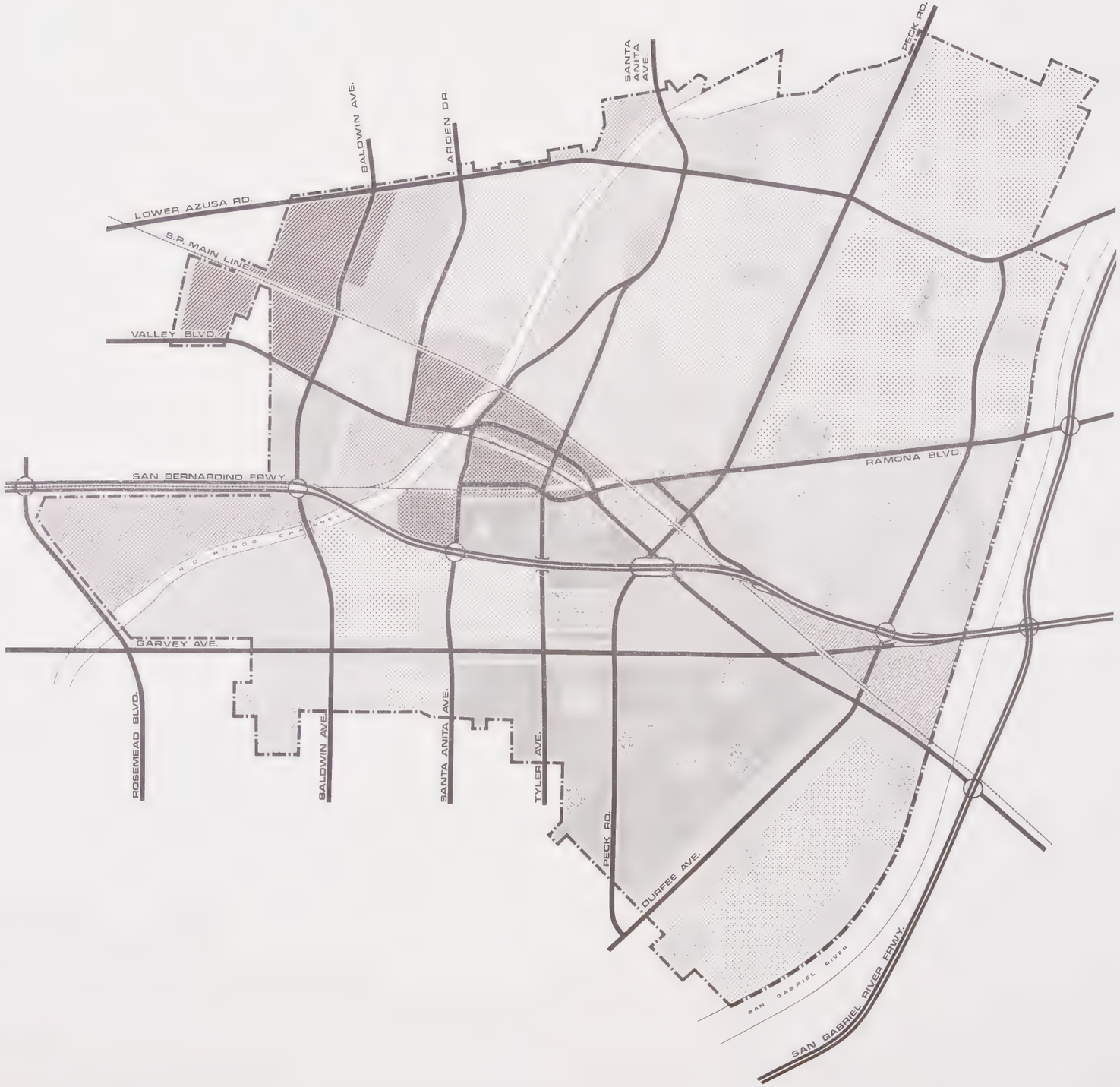


FIGURE 8
LAND USE PLAN – 1990

RESIDENTIAL
- 5 DWELLING UNITS/ACRE
- 8 DWELLING UNITS/ACRE
- 15 DWELLING UNITS/ACRE
- 25 DWELLING UNITS/ACRE

COMMERCIAL
- CITY CENTER
- HIGHWAY
- NEIGHBORHOOD

INDUSTRIAL
- OFFICE – WAREHOUSE
- LIGHT INDUSTRY
- HEAVY INDUSTRY

PUBLIC
- COMMUNITY FACILITIES

BUFFER AREA

- ARTERIAL STREET
- FREEWAY
- FREEWAY INTERCHANGE
- RAIL LINE
- PLANNING AREA BOUNDARY

EL MONTE GENERAL PLAN

GRUEN ASSOCIATES
ARCHITECTURE · PLANNING · ENGINEERING

0 600 1200 1800
SCALE IN FEET

NORTH

Freeways shown on the plan are the San Bernardino Freeway, Interstate Route 10, and the San Gabriel River Freeway, Interstate Route 605. Both are responsibilities of the State of California. Freeways serve only the function of movement of vehicles, providing no access at all to adjacent properties.

Arterials are intended to principally serve the function of movement of vehicles. Because the need for separating the two functions has been little recognized in the past, the usefulness of many arterials, both in El Monte and other communities, has been heavily compromised by inadequately planned commercial development of adjacent properties. Creation of an unrestricted number of driveways and many minor street intersections has also diminished their usefulness.

Arterials shown on the plan are:

North-South

1. Baldwin Avenue-Merced Avenue: This arterial is continuous from about 3 miles north of El Monte to an interchange with the San Bernardino Freeway. A short section south of the San Bernardino Freeway is non-existent, although the right-of-way is relatively clear. It begins again at Towneway Drive, north of Garvey Avenue, and continues southerly through the City of South El Monte to a connection with the Pomona Freeway.

2. Arden Drive: This arterial extends from Valley Boulevard northerly into Temple City. It serves an industrial and multiple residential area.

3. Santa Anita Avenue: Continuous from the San Gabriel Mountain Foothills to the Pomona Freeway, and with an interchange at the San Bernardino Freeway, Santa Anita Avenue is a better-than-average arterial for much of its length. The recently constructed portion between Valley Boulevard and Lambert Avenue is an excellent example of the use of medians to emphasize the traffic movement function of the street, and to reduce accidents by controlling unrestricted left turning movements.

4. Tyler Avenue: Serving the Central Business District of El Monte, Tyler Avenue connects to Santa Anita Avenue in the northerly part of the City and to the Pomona Freeway in South El Monte, continuing into the Whittier Narrows regional recreation area.

5. Peck Road: Although changing names several times en route, this arterial connects portions of six cities from Monrovia to Whittier.

6. Durfee Avenue: Connecting to Lower Azusa Road on the north and Peck Road on the south, this arterial is presently discontinuous between Garvey Avenue and Valley Boulevard, and is shown on a new alignment north of Ramona Boulevard. When completed and opened, Durfee Avenue will serve the eastern portion of El Monte. It will relieve traffic on Peck Road and on Cogswell Road, particularly if the interchange with the San Bernardino Freeway is modified to provide the missing ramps (westbound on-ramp and eastbound off-ramp).

East-West

1. Lower Azusa Road: This arterial connects the northern portion of El Monte to Rosemead Boulevard on the west and to the City of Baldwin Park on the east. It will have an interchange with the San Gabriel River Freeway when the present construction is completed.

2. Valley Boulevard: Continuous from Los Angeles to Pomona, this arterial once was the main street of El Monte. Now routed around the north portion of the Central Business District, it is and will continue to be important to El Monte.

3. Ramona Boulevard: Beginning at Santa Anita Avenue, Ramona Boulevard connects El Monte's Central Business District to Baldwin Park and Covina. West of Valley Boulevard a new alignment for Ramona Boulevard is shown to accommodate the plans of the Southern California Rapid Transit District.

4. Stewart Street-Exline Street: This is the only totally new arterial shown on the proposed plan. Exline Street serves to connect Peck Road directly to the eastbound San Bernardino Freeway and the westbound freeway lanes to Peck Road. The utility of Exline Street will be enhanced and a significant amount of traffic removed from the Peck Road-Valley Boulevard intersection, when Exline Street is extended northwesterly approximately along the alignment of Stewart Street to Ramona Boulevard.

Since the principal purpose of arterials is to efficiently move traffic between principal land use elements of the City, it follows that upgrading those existing streets which are part of the plan should take first priority. Upgrading can take several forms, which in order of probable ease of accomplishment are the review and modernization of traffic regulations (including removal of unwarranted existing controls and prohibition of parking where needed), widening to master plan section, and construction of medians.

Second priority should be given to opening of missing links of Durfee Avenue and Baldwin Avenue. Each will be a relatively large and expensive project and will require negotiations with other agencies. Both require rebuilding a freeway interchange for their success as a circulation element. Durfee Avenue will require negotiations with the Southern Pacific Railroad and the involvement of the Public Utilities Commission.

Collector and local access streets are not shown on the plan, since their design and location is dependent on the details of particular developments. General guidelines, however, are useful.

Collector streets should have direct access limited to land uses of a community nature, such as churches, schools, parks and small shopping centers. In general, they should not provide access to individual residential properties. In El Monte, however, this ideal can be achieved only where relatively large parcels are being redeveloped or resubdivided. These streets may have moderate continuity between neighborhoods, but should not be so continuous as to encourage their use by through traffic.

Local access streets are intended solely for access to individual parcels of land. As such, continuity is not only unnecessary, but it should be discouraged. This, if consistently applied, will keep through traffic out of and away from purely residential streets.

Standards

Recommended cross-sections for various classes of streets are shown in Figure 9. Two sections are shown for arterials, based on the past protection of right-of-way widths of the Los Angeles County Master Plan of Highways. Where 100 feet of right-of-way can be made available, that section should be used. The median allows protected left turn lanes, eliminates random left turns, and simplifies providing protected left turn signalization when needed. With parking restrictions it can also be used for three lanes in each direction.

Collector streets should have adequate width to permit parking without encroaching on the driving lane and to provide two approach lanes to intersections with arterials. Forty feet between curbs is the least width which can consistently accomplish this.

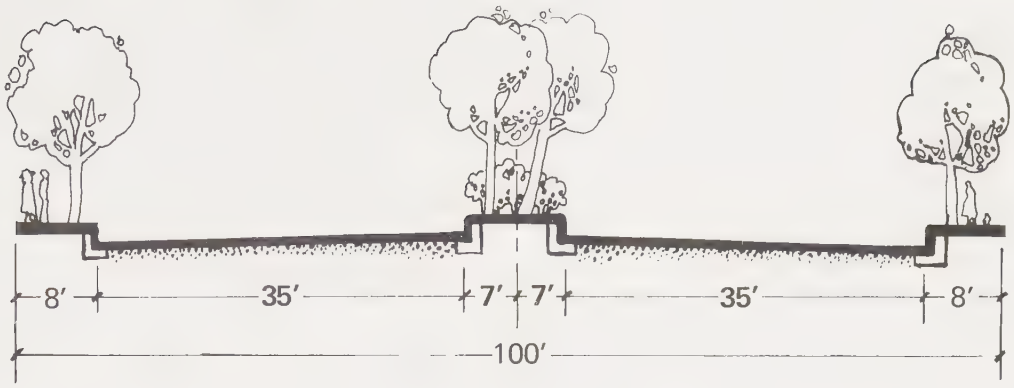
Two sections are shown for local access streets also. The longer streets or streets with heavier than single-family uses should use the 34-foot street width in order to permit two-way traffic with parking on both sides.

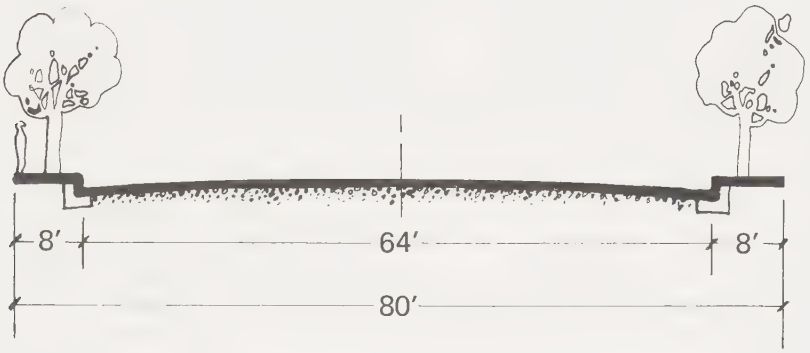
Railroads

The railroad line currently paralleling Ramona Boulevard has been eliminated from the plan east of El Monte Avenue since it is understood this line will be abandoned when a rapid transit station is established. The continued existence of the main line of the Southern Pacific Railroad is acknowledged by being shown on the plan.

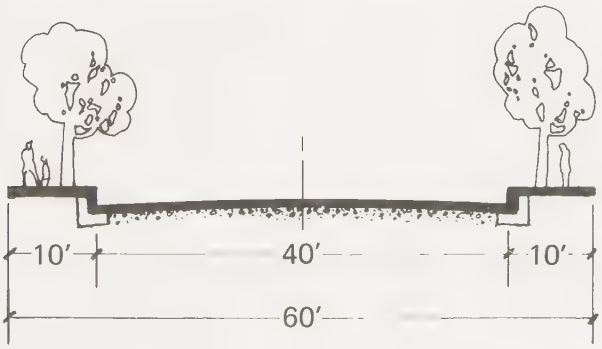
FIGURE 9
STREET CROSS–SECTIONS

ARTERIALS

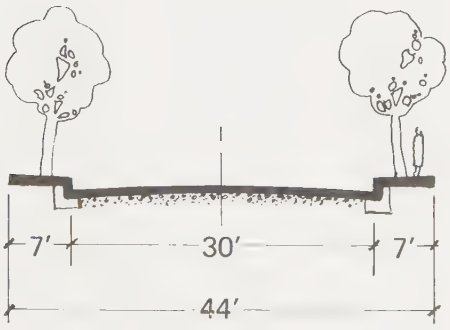




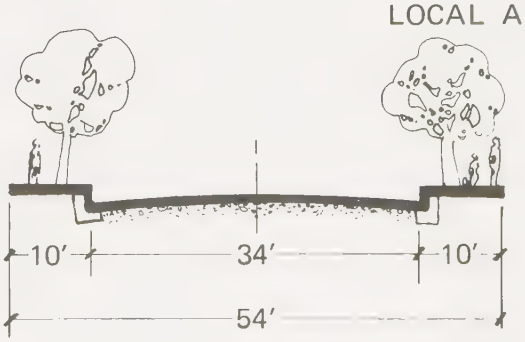
COLLECTORS



LOCAL ACCESS



Short Cul-de- Sacs



Loop Streets

The plan also shows a number of grade separations between arterial highways and the railroad. These are believed essential as both railroad and vehicular traffic increases. First priority among these should go to the separation of Durfee Avenue and the railroad, in order that Durfee Avenue may be completed between Valley Boulevard and Garvey Avenue. Next in priority should be Peck Road.

Transit

The Southern California Rapid Transit District included in its first stage proposal a line from Los Angeles terminating at El Monte. Had the bond issue been successful at the polls in 1968, El Monte would probably be witnessing the effect on property values in the Central Business District, even though construction would not yet have started.

The plan has not been abandoned, but as an interim measure, the District is seeking Federal aid to establish an exclusive bus roadway in the San Bernardino median with a terminal immediately west of Santa Anita Avenue. Even this service, if established, should have significant effects on El Monte.

The principal impact will be on the business community in the near vicinity. The increased exposure to people from outside the immediate area should generate increased business of all types. The availability of public transportation superior to the present will generate or at least support increased housing densities nearby -- within convenient walking distance.

A subsidiary impact will be on the circulation system itself. As presently proposed, the impact would be an increase of traffic on Santa Anita Avenue, principally between the parking lot and the San Bernardino Freeway, but also to a lesser extent both north of Valley Boulevard and south of the freeway. Ramona Boulevard would share this load, accommodating commuters from the Baldwin Park and Covina areas.

These impacts on the circulation system might well require redesigning existing signals in the downtown area to provide a traffic responsive system. The critical element here will be the time distribution of commuter arrivals and departures. If the parking is so located as to encourage shopping in the area, the peaks will be smoothed out, creating fewer problems.

Problem Areas

In addition to the problem areas referred to earlier in this report as worthy of special traffic operations attention, one problem of intersection geometrics was noted.

At the intersection of Valley Boulevard and Garvey Avenue, known locally as Five Points, Cogswell Avenue enters the east approach of Garvey Avenue only a few feet east of the intersection. Cogswell Avenue is a collector street, continuous to north of Lower Azusa Road. Further, there is presently no connecting road between Garvey Avenue and Valley Boulevard east of their intersection short of the San Gabriel River Freeway. As a result, although slightly circuitous alternate routes are available, a sufficient number of drivers, who create a problem, attempt to enter the left lane on westbound Garvey Avenue and thereafter make a left turn (nearly a U turn) onto Valley Boulevard. A related problem is the inability of traffic by reason of the present channelization to enter Cogswell Avenue directly from either Valley Boulevard or eastbound Garvey Avenue.

Figure 10 presents one of several possible schematic solutions. Cogswell Road is realigned to meet Garvey Avenue sufficiently east of Valley Boulevard to allow all turning movements at the new intersection, and to allow provision of separate left turn lanes.

As part of this proposal, it is recommended that signal installation at Garvey Avenue and Valley Boulevard be modified to provide left turn phasing on both streets on a traffic responsive basis. This will require replacement of the present three-phase fixed time controller, addition of traffic detection equipment in at least the left turn lanes, rechannelization of Valley Boulevard, and general modernization of the traffic signal displays.

Figure 11 presents the recommended circulation plan for 1990.

FIGURE 10

SCHEMATIC SOLUTION TO THE FIVE POINTS INTERSECTION

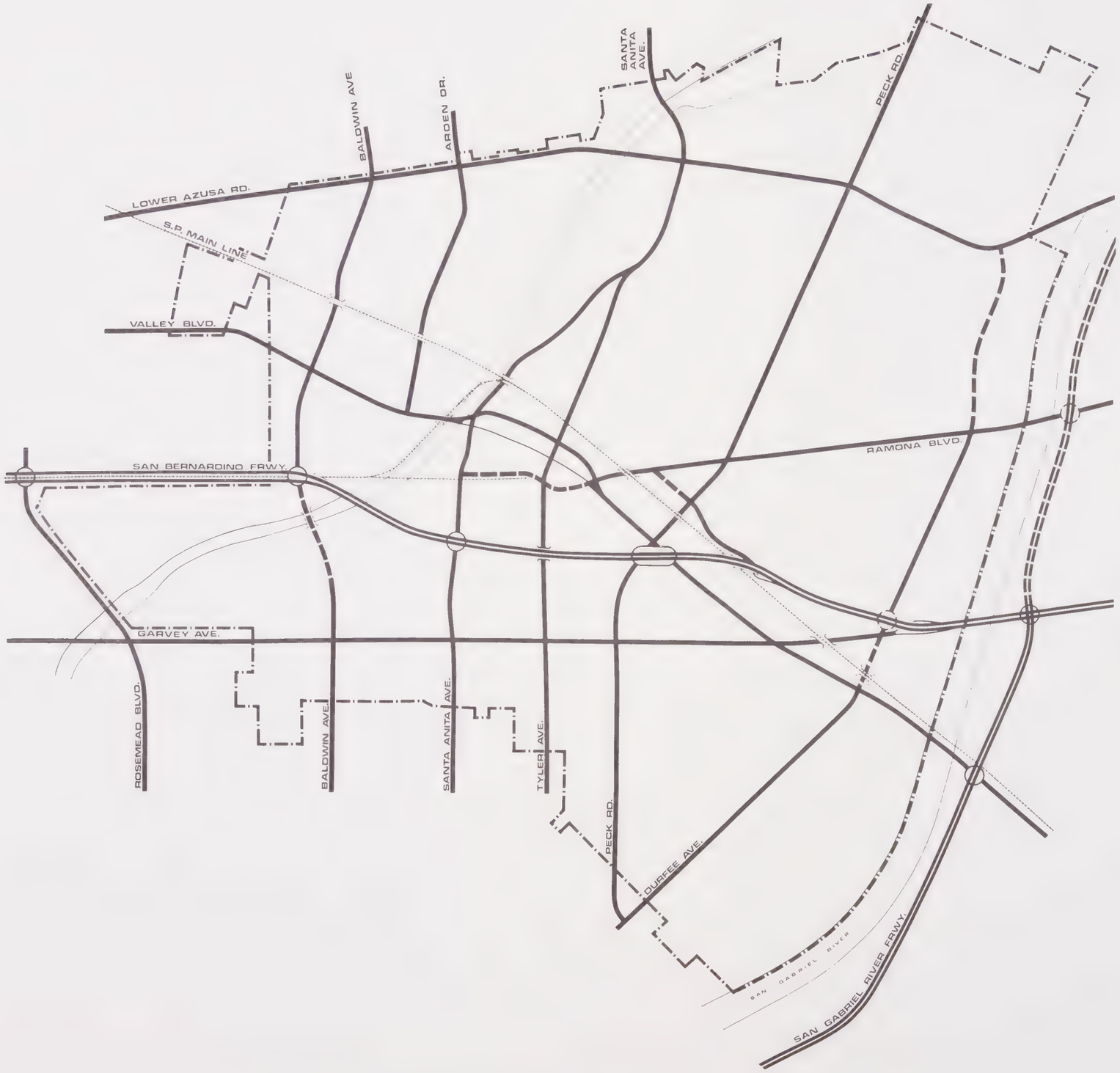


FIGURE 11
CIRCULATION PLAN - 1990

- EXISTING ARTERIAL
- PROPOSED ARTERIAL
- EXISTING FREEWAY INTERCHANGE
- PROPOSED FREEWAY INTERCHANGE
- EXISTING FREEWAY
- PROPOSED FREEWAY
- EXISTING RAIL LINE
- PROPOSED RAIL LINE
- EXISTING GRADE SEPARATION
- PROPOSED GRADE SEPARATION

EL MONTE GENERAL PLAN

GRUEN ASSOCIATES
ARCHITECTURE PLANNING ENGINEERING

0 600 1200 1800
SCALE IN FEET

NORTH

PUBLIC BUILDINGS

City Hall

In conjunction with the overall growth of the community, there will be an increase in the demand for municipal services. This will necessitate expanding the municipal staff and their working areas. Presently the governmental offices are housed in the City Hall, located on Valley Boulevard just south of Ramona Boulevard. The building presently contains 20,500 square feet of floor area. It is anticipated that there will be a need for a total of 30,000 square feet ot floor area by the year 1990.

It is recommended that expansion be clustered in a Civic Center Complex in the present location and to the north along Valley Boulevard. The grouping of other governmental agencies and functions in the same area can foster creation of a major Civic Center Complex which can serve as a focal point for the entire community.

Police Facilities

The police station is located adjacent to the City Hall and contains some 13,780 square feet of floor area. By 1990 this function will need a total of 22,000 square feet of building space to efficiently serve the police needs of a growing community. Continued location at the present site is recommended into the future with additions programmed as needed. The police function plus the City Hall can serve as the first elements in the development of a Civic Center Complex.

Fire Facilities

Presently there are three fire stations serving El Monte. The fire department headquarters is on Santa Anita Avenue, with substations located on Bryant Avenue near Peck Road and on Cogswell Road near the railroad. The service afforded by these facilities is quite adequate for the City during the planning period. The present distribution of fire stations is such that all areas are

well protected. The expansion of these facilities during the planning period would most likely take the form of added manpower and equipment and not added substations.

County Buildings

The County of Los Angeles maintains juvenile and municipal court and County health facilities just north of the City Hall along Valley Boulevard. There have been discussions of expanding these facilities, but as yet no firm plans have been formulated. Should expansion become necessary it would be advantageous if the City encouraged it in the same general location. Expansion of these types of facilities would be appropriate to be incorporated into a Civic Center Complex.

Library Facilities

El Monte is served by the Los Angeles County Library System. The City currently has three library branches. The El Monte Branch Library is the largest with some 12,000 square feet. The Norwood and Mountain View Branch Libraries each are 1,300 square feet. There are plans to replace both of these branches with new facilities of 5,000 square feet and 7,500 square feet respectively.

El Monte's projected population for 1990 would be sufficient to support an additional 25,000 square feet of library space. The City should encourage the expansion of the County system within El Monte. The location of a new central library in the Civic Center Complex would be a major addition to the overall complex.

City Yards and Maintenance Facilities

The existing City Yard is located on Santa Anita Avenue just north of the Pacific Electric Line right-of-way. It is a 3.4-acre site containing parking areas for City vehicles, shop buildings, and repair facilities for vehicles. The yard is adjacent to Pioneer Park, for which expansion has been proposed. During the planning period relocation of this yard would seem appropriate and in turn

would allow for expanded park facilities. This type of activity does not necessarily need a central location in the City and would be more appropriate in one of the designated eight industrial sections of the community.

Figure 12, the Public Buildings Plan, shows the recommended locations for public uses discussed in this section.

SCHOOLS

Schools are an important element of the General Plan, since they represent a significant investment of public funds. Currently there are two elementary school districts and one high school district operating in the planning area. El Monte Elementary School District and Mountain View School District administer the elementary schools in the area. The El Monte Union High School District administers the senior high schools in the planning area.

Based upon a projected population of 95,000 people in the El Monte Planning Area by 1990, the following school age population can be expected:

Elementary	(K-6)	12,760 students
Elementary-Junior High School	(K-8)	7,480 students
Senior High School	(9-12)	6,400 students
		26,640 students

To meet the future educational needs of the area, the following standards are recommended for school site sizes and enrollments:

	Maximum Enrollment	Site Size (Acres)
Elementary School	700	10
Elementary-Junior High School	1,200	20
Senior High School	2,500	40

The following tables show the projected number of students and the number of schools that will be needed over the twenty-year planning period:

Elementary School (K-6)

Year	Total Pupils	Total Schools Needed
1970	9,643	16
1975	10,425	17
1980	11,240	18
1985	12,011	19
1990	12,760	19

Elementary-Junior High School (K-8)

Year	Total Pupils	Total Schools Needed
1970	5,279	6
1975	5,794	6
1980	6,404	7
1985	6,989	7
1990	7,480	8

Senior High School (9-12)

Year	Total Pupils	Total Schools Needed
1970	4,669	2
1975	5,074	3
1980	5,512	3
1985	5,992	3
1990	6,400	3

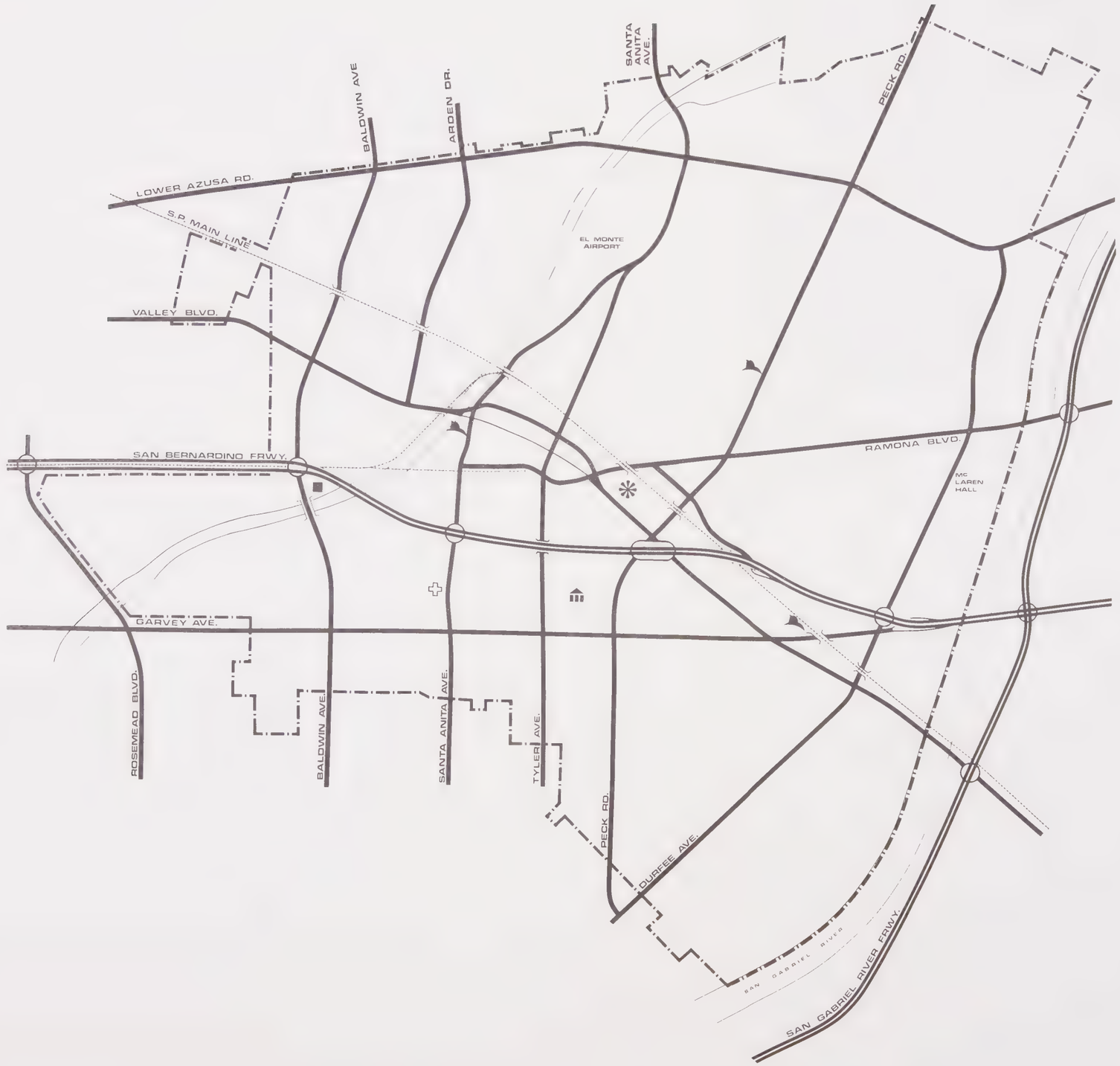


FIGURE 12
PUBLIC BUILDINGS PLAN-1990

- CIVIC CENTER (CITY HALL, POLICE STATION, COUNTY OFFICES)
- COMMUNITY CENTER
- HOSPITAL
- CITY YARD
- FIRE STATIONS

EL MONTE GENERAL PLAN

GRUEN ASSOCIATES
ARCHITECTURE PLANNING ENGINEERING

0 600 1200 1800
SCALE IN FEET

NORTH

There are now 16 existing elementary schools (K-6) and 6 existing elementary-junior high schools (K-8). The plan recommends phasing out two schools during the planning period. Mulhall School (K-6) is located adjacent to the El Monte Airport and should be phased out. The scheduled expansion of the airport and the consequent increase in activity associated with the airport creates an environment not conducive to education and safety, especially for elementary school age children. The second school that should be phased out is Gidley School (K-8), located at the corner of Lower Azusa Road and Arden Drive. The plan recommends that the entire area west of Arden Drive be put into industrial uses, again contributing to an inappropriate environment for school facilities. In addition, children have to cross either Arden Drive or Lower Azusa Road, both major arterial streets, to reach the school. This situation should be avoided when possible in choosing the location of new school facilities.

By 1990 four additional elementary schools (K-6) and three additional elementary-junior high schools (K-8) will be needed. In addition, there will be a need for one new high school during the planning period. The El Monte High School District has an undeveloped site on Parkway Drive just south of Valley Boulevard. There are plans to develop this site in the near future, and when it is completed the senior high school needs of the planning area will be adequately accommodated through the twenty-year planning period.

Figure 13, the School Plan, shows the general recommended locations for all schools in the El Monte Planning Area.

PARKS AND RECREATION

The El Monte Planning Area is an almost fully urbanized area. There are few areas of vacant land or open space expanses. By 1990 the population will grow to 95,000 people, and there will be even less, if any, open areas left in the community. As the population increases so will the demand for park land and recreational facilities. There is a definite need for open space in a community to help break up an otherwise monotonous urban fabric. In addition, there is a need to provide areas in which residents of the community can enjoy recreational activities. To meet the demands for such areas in 1990 there must be a pre-planned system of open space and recreational areas. Such a scheme is set forth in this element of the General Plan.

In a broad sense, recreation and open space facilities include active field and athletic sports, passive and leisure activities, open views and natural areas. All these types of activities are an integral part of a park and recreation plan. Determination of community park needs varies from city to city. Factors such as the density of development, the age distribution of the population, and the regional open space pattern are all important in determining an area's park and recreation needs. At the present time the City has six parks totaling 37 acres. The facilities provided in these parks include swimming pools, play fields, meeting rooms and picnic areas. This plan will propose a number of ways in which the demand for added recreational facilities can be met in addition to increasing the stock of park land in the community.

The City has had a good working relationship with the school districts in the area which has resulted in recreational programs at nearly all schools during the summer months, plus access to school sites at other times. This situation allows residential neighborhoods to have recreational facilities for school age children within close proximity to their homes. It is proposed that this situation be continued and expanded in the future. As new school sites are needed the City should attempt to acquire land adjacent to them at the time that the school site is acquired. This "extra" land would then be utilized for park purposes. Joint utilization of existing and future school facilities could create close to 185 acres of park and recreation space.

FIGURE 13
SCHOOL PLAN – 1990

EXISTING PROPOSED

- ELEMENTARY K-6
- ELEMENTARY-JUNIOR HIGH K-6
- SENIOR HIGH 9-12

EL MONTE GENERAL PLAN

GRUEN ASSOCIATES
ARCHITECTURE · PLANNING · ENGINEERING

0 600 1200 1800
SCALE IN FEET

NORTH

As development proceeds to fill in the vacant areas of the community, as well as redeveloping older sections, acquisition of park sites will become more and more difficult. To ensure added park space it is proposed that residential subdividers be required to provide areas for park and recreation use in conjunction with their developments. The provisions of the Quimby Act passed by the California State Legislature permits cities to require that residential subdividers deed land to the City for park and recreational purposes in conjunction with new residential subdivisions. It is recommended that subdividers be required to dedicate 1.5 acres of land per 1,000 persons for this purpose. In total approximately 50 acres could be acquired by El Monte following this procedure. If the residential development is too small to require the dedication of park space, or if there is no suitable space in the development, it is proposed that "in lieu" cash contributions be made to the City. This would enable the City to purchase park space at no direct expense to the taxpayer.

El Monte has the opportunity to establish a continuous open space area within the community. A linear park is proposed along the right-of-way of the Southern Pacific-Pacific Electric line. This line will be abandoned from Tyler Avenue eastward when the Southern Pacific main line and the Pacific Electric line are merged. This right-of-way could provide a unique opportunity for the City to establish a linear park which is functional as well as visually and aesthetically pleasing. This proposal would add approximately 35 acres of park land to the community.

The plan further proposes acquisition of approximately 50 acres of land by the City to fulfill its total park needs. Of the parks proposed for the 50 acres three are separate units, while the remaining ones are proposed adjacent to new or existing school facilities. Expansion of Pioneer Park is proposed so that it fully utilizes the block that it is on. This includes the present City maintenance yard. Expansion of this facility in the central area can help create another focal point in the Central Business District. A smaller park is proposed south of the freeway adjacent to the Rio Hondo Channel. This would then be linked to the existing Fletcher Park via the existing easement below the freeway.

This would provide a new park area as well as better utilize existing facilities in Fletcher Par, which presently is hampered by difficult access to the entrance. The third separate park proposed is in the area of Peck Road and Elliott Avenue. Distribution of park and open space facilities is outlined below:

Number of Acres	Means of Provision
37	Existing public park facilities.
85	Proposed public park facilities (includes linear park).
185	One-half of all existing and proposed school sites used for park and recreation activities.
50	Proposed -- to be provided by private residential developers.
357 Acres Total	

Table 10 classifies the proposed park and recreational facilities in terms of type, location, function, facilities and size.

The community also has a privately owned golf course just north of the freeway and east of Durfee Avenue. The plan proposes the retention of this course in its present state.

Figure 14, the Parks and Recreation Plan, shows the recommended locations of these facilities within the planning area.

TABLE 10

Functional Classification of Parks

Type of Park	Total No. of Acres	Location	Function	Facilities
Linear Park	35	Along Pacific Electric right-of-way.	Primarily hiking areas, with some vest pocket parks.	Landscaped areas with walking paths and sitting areas.
Residential Park	235	School sites plus those parks developed by residential subdividers.	Small parks--1/2 to 3 acres--designed as areas for school age children, infants and young children who need supervised play space immediately adjacent to the home.	Paved sitting areas, play sculpture, swings, slides, sandboxes, landscaped passive areas.
Neighborhood Park	26	Built and maintained by the City of El Monte in residential neighborhoods.	City-owned parks ranging from 1-10 acres in size (depending upon land availability and residential densities). Designed to serve the residential needs of school age children.	Tennis courts, basketball courts, playground equipment, baseball fields and other active recreational facilities.
City Park	61	City Park, Fletcher Park, Lambert Park, Mountain View Park, Pioneer Park, Zamora Park, proposed park at Elliott Avenue and Peck Road, and proposed linear park.	City-owned parks drawing users from throughout the City due to their major recreational facilities.	Same as neighborhood parks plus swimming pools, picnicking and other family-oriented recreational facilities.

RESIDENTIAL NEIGHBORHOOD ANALYSIS

For the purpose of focusing on specific segments of the El Monte Planning Area the entire region was divided into residential units for analysis. The neighborhoods developed are generally delineated by major streets or other natural barriers. These units do not attempt to include the entire planning area, but rather focus on those areas where there are concentrations of living units. By using this technique specific recommendations concerning each neighborhood could be developed and related to a neighborhood concept as well as to an overall concept of the planning area.

The existing generalized land uses and the generalized pattern of building conditions are discussed, together forming a picture of existing conditions in each of the fourteen residential neighborhoods. It should be noted that the pattern of building conditions is a generalized scheme and is not meant to imply that all structures in a given area fall under the general category given them. The pattern developed for a given area is an overall classification.

In addition to existing conditions, proposals for future land uses are discussed on a neighborhood-by-neighborhood basis.

Figure 15, the Residential Neighborhood Location Map, outlines the locations of the neighborhood units dealt with in the El Monte Planning Area.

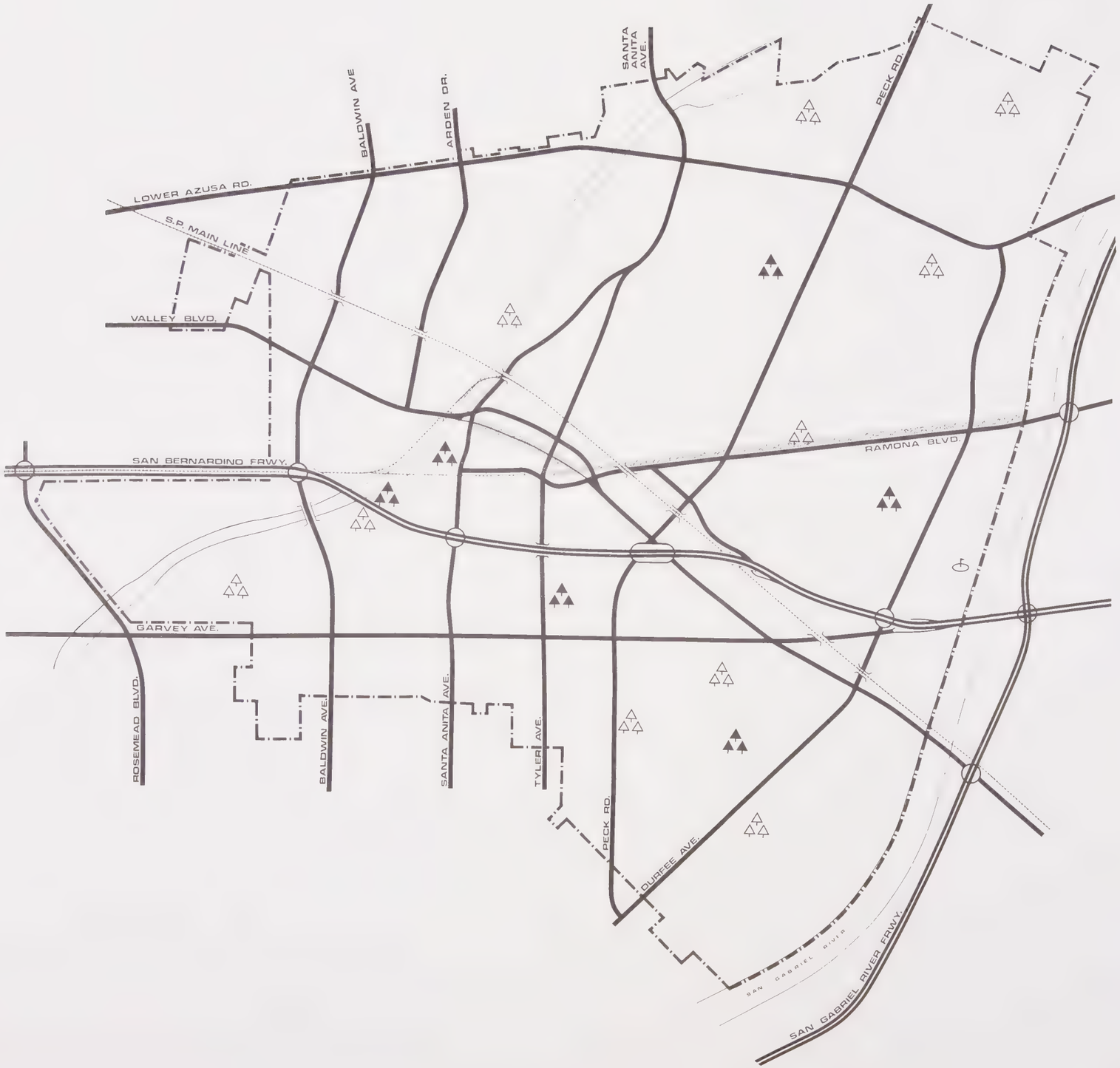


FIGURE 14
PARKS AND RECREATION PLAN – 1990

EXISTING PROPOSED

PARKS
LINEAR PARK
GOLF COURSE

EL MONTE GENERAL PLAN

GRUEN ASSOCIATES
ARCHITECTURE PLANNING ENGINEERING

0 600 1200 1800
SCALE IN FEET

NORTH

FIGURE 15

RESIDENTIAL NEIGHBORHOOD LOCATION MAP

EL MONTE GENERAL PLAN

GRUEN ASSOCIATES

ARCHITECTURE · PLANNING · ENGINEERING

0 600 1200 1800

SCALE IN FEET

NORTH

RESIDENTIAL NEIGHBORHOOD 1

Location

The area generally bounded by the Southern Pacific main line on the north, Arden Drive on the east and a portion of the planning area boundary on the west.

Area - 175 acres

Existing Land Use

The area is predominantly developed for residential use. The majority of units are in a medium to high density range. There are a number of single-family homes, but redevelopment of these into higher densities is occurring. There are some industrial uses present in the neighborhood as well as a neighborhood commercial area at the corner of Valley Boulevard and Baldwin Avenue. There is one public use, an elementary school, in the area.

Existing Building Conditions

Building conditions in the area are for the most part average to below average. The area north of Valley Boulevard and south of the rail line is generally in a below average condition. South of Valley Boulevard and on either side of Baldwin Avenue, structures are predominantly average in nature, with some concentrations of below average.

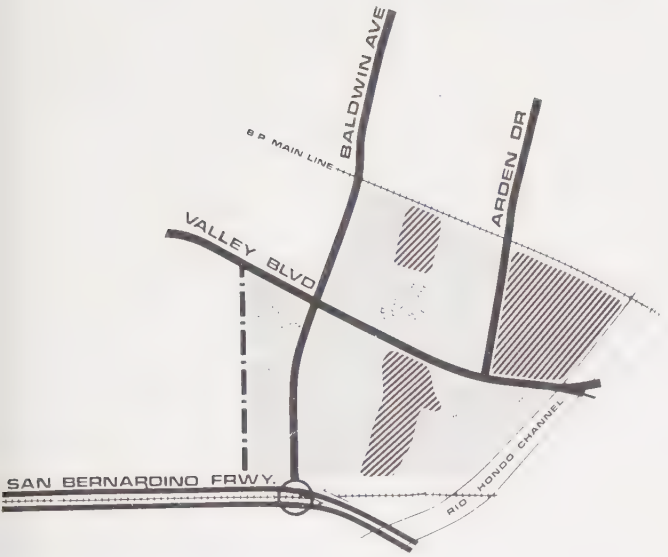
Proposed Land Use

Recommendations for this neighborhood are in keeping with the established character of the area. The major land use proposed for the neighborhood is residential development. Two average densities are proposed for the area: fifteen dwelling units per acre, and twenty-five dwelling units per acre. By 1990 this area can be expected to contain approximately 700 units at 15 dwelling units per gross acre, housing a population of some 1,540 people.

In addition, 2,250 dwelling units at 25 dwelling units per acre could be accommodated in the higher density area. This could house 4,400 persons. A light industrial area is also proposed in the eastern portion of the neighborhood, with a buffer area between it and the residential development. The plan also proposes the retention of the existing school to serve the area.

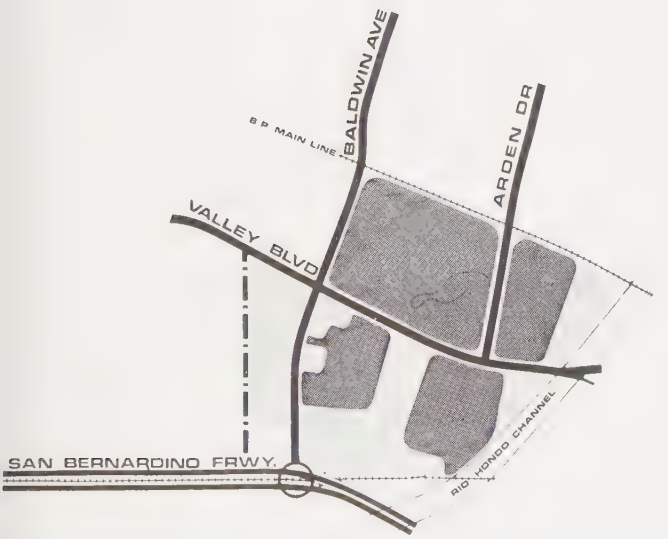
Figure 16 relates the existing land uses and building conditions and the proposed land uses for the area.

FIGURE 16
RESIDENTIAL NEIGHBORHOOD 1



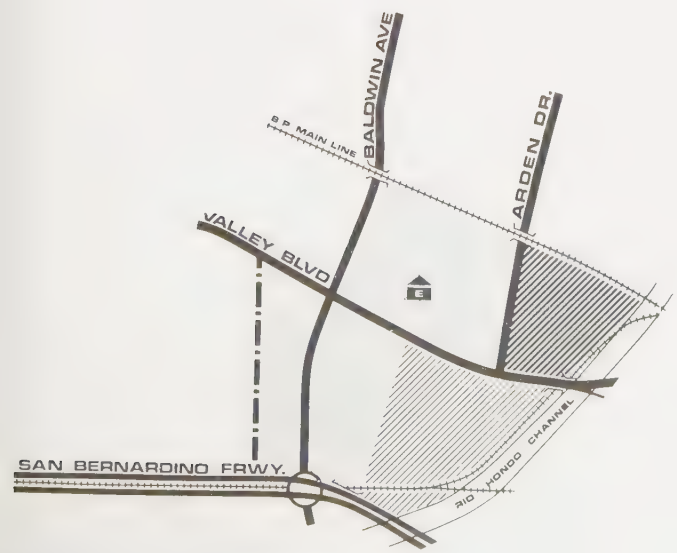
GENERALIZED EXISTING LAND USE

- RESIDENTIAL
  - LOW DENSITY
  - MEDIUM DENSITY
  - HIGH DENSITY
- COMMERCIAL
  - CITY CENTER
  - HIGHWAY
- INDUSTRIAL
- PUBLIC
- VACANT



GENERALIZED EXISTING BUILDING CONDITIONS

- ABOVE AVERAGE
- AVERAGE
- BELOW AVERAGE
- VACANT



LAND USE PLAN – 1990

- RESIDENTIAL
  - 5 DWELLING UNITS/ACRE
  - 8 DWELLING UNITS/ACRE
  - 15 DWELLING UNITS/ACRE
  - 25 DWELLING UNITS/ACRE
- COMMERCIAL
  - CITY CENTER
  - HIGHWAY
  - NEIGHBORHOOD
- INDUSTRIAL
  - OFFICE – WAREHOUSE
  - LIGHT INDUSTRY
  - HEAVY INDUSTRY
- PUBLIC
  - SCHOOLS
    - ELEMENTARY K-6
    - ELEMENTARY-JUNIOR HIGH K-8
    - SENIOR HIGH 9-12
  - PARKS-RECREATION
  - BUFFER AREA
  - CIVIC CENTER
  - FIRE STATION
  - CITY YARD
  - HOSPITAL
  - GOLF COURSE

RESIDENTIAL NEIGHBORHOOD 2

Location

Generally bounded by Lower Azusa Road on the north, Arden Drive on the west, Venita Street on the south and the Rio Hondo Channel on the east.

Area - 200 acres

Existing Land Use

The entire area is solidly developed in a residential manner, with low density and a predominance of single-family homes. There is a small concentration of high density housing just south of Lower Azusa Road along Arden Drive. In addition, there is a neighborhood commercial area at the northern portion of the area. The one public use in the neighborhood is an elementary school.

Existing Building Conditions

The entire area has only average building conditions, but there are no areas within the neighborhood which have below average structures.

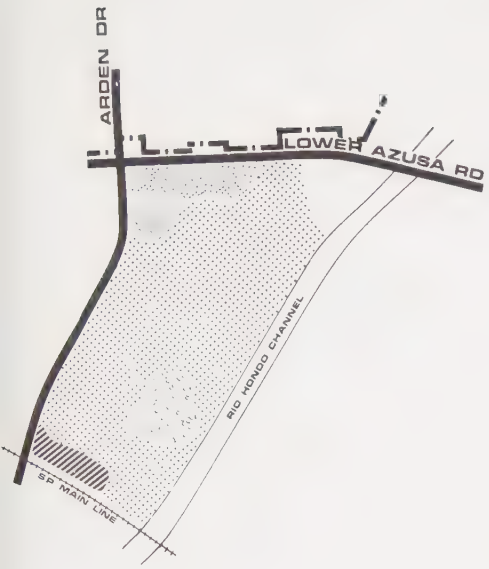
Proposed Land Use

The recommended land use for this area is residential at an average density of 8 dwelling units per acre. At this density 1,440 dwelling units could be expected with a population of 4,300 persons. The plan proposes that the commercial area along Lower Azusa be retained to serve the residents of the area. The elementary school in the southerly portion of the neighborhood should also remain during the planning period.

It is recommended that adjacent to the school a parcel of land be obtained and utilized as a neighborhood park for the residents of the neighborhood.

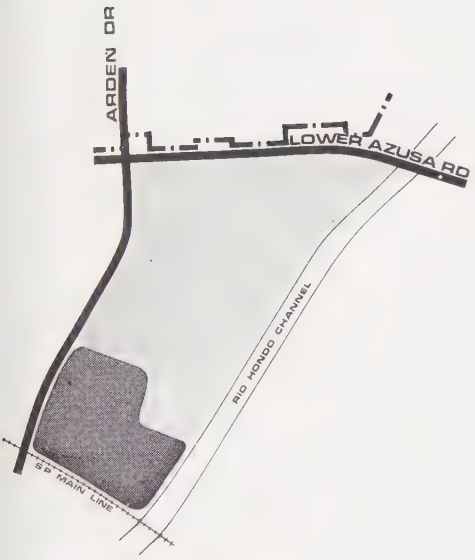
Figure 17 depicts the existing conditions as well as the proposed land uses in this neighborhood.

FIGURE 17
RESIDENTIAL NEIGHBORHOOD 2



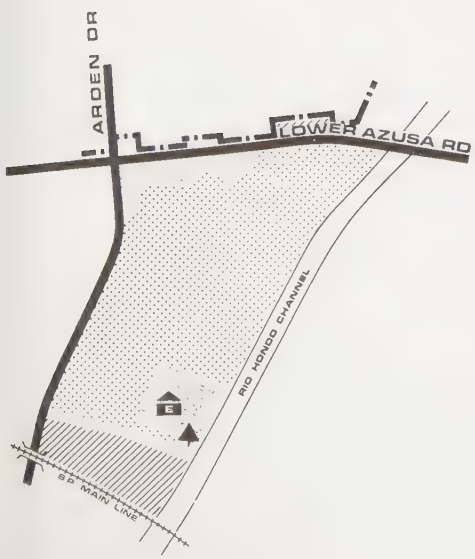
GENERALIZED EXISTING LAND USE

- RESIDENTIAL
  - LOW DENSITY
  - MEDIUM DENSITY
  - HIGH DENSITY
- COMMERCIAL
  - CITY CENTER
  - HIGHWAY
- INDUSTRIAL
- PUBLIC
- VACANT



GENERALIZED EXISTING BUILDING CONDITIONS

- ABOVE AVERAGE
- AVERAGE
- BELOW AVERAGE
- VACANT



LAND USE PLAN – 1990

- RESIDENTIAL
  - 5 DWELLING UNITS/ACRE
  - 8 DWELLING UNITS/ACRE
  - 15 DWELLING UNITS/ACRE
  - 25 DWELLING UNITS/ACRE
- COMMERCIAL
  - CITY CENTER
  - HIGHWAY
  - NEIGHBORHOOD
- INDUSTRIAL
  - OFFICE – WAREHOUSE
  - LIGHT INDUSTRY
  - HEAVY INDUSTRY
- PUBLIC
  - SCHOOLS
    - ELEMENTARY K-6
    - ELEMENTARY-JUNIOR HIGH K-8
    - SENIOR HIGH 9-12
  - PARKS-RECREATION
  - BUFFER AREA
  - CIVIC CENTER
  - FIRE STATION
  - CITY YARD
  - HOSPITAL
  - GOLF COURSE

RESIDENTIAL NEIGHBORHOOD 3

Location

That area bounded by Peck Road on the east, Lower Azusa Road on the south, Santa Anita Avenue on the west, and the Channel on the north.

Area - 185 acres

Existing Land Use

The neighborhood is almost totally developed in residential uses. The major concentration is low density single-family homes, but there are also some medium density and high density areas in the neighborhood. Neighborhood commercial uses can be found at the intersection of Peck Road and Lower Azusa Road. The neighborhood also has one of the two existing high schools in El Monte. There are also some vacant areas just west of Santa Anita Avenue.

Existing Building Conditions

The building conditions in the neighborhood vary from average to below average. The lower density residential uses display an average condition for the majority of the structures. The medium and high density areas, as well as the commercial areas are somewhat below average. These areas are clustered along Lower Azusa Road and somewhat along Peck Road.

Proposed Land Use

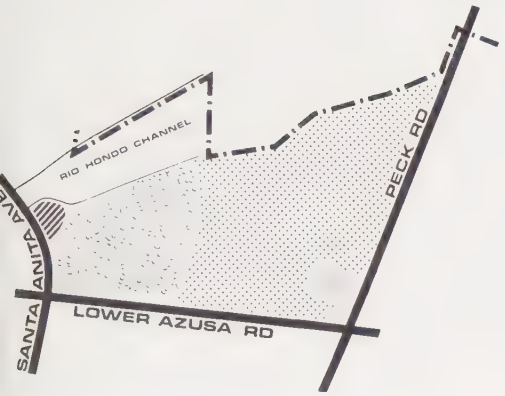
The residential land uses proposed in this area are of two densities. The lower density of 8 dwelling units per acre is proposed for the majority of the residential areas in the neighborhood. A demand for 600 dwelling units at this density can be expected by 1990. This would house a population of approximately 1,800 persons. The second density proposed is 25 dwelling units per acre. This is recommended for the area south of the high school

along Lower Azusa Road. This area could yield some 170 dwelling units, housing approximately 240 persons during the planning period. Commercial uses are proposed for two areas within the neighborhood. The first is along Peck Road, which would be a highway-oriented commercial use with a concentration of neighborhood shopping at the intersection of Lower Azusa Road and Peck Road. The second area is to the west of the existing high school on either side of Santa Anita Avenue. It is further proposed that an elementary-junior high school (K-8) be established adjacent to the high school on the east side. In conjunction with this school site a neighborhood park is being proposed.

Figure 18 shows the existing land uses and building conditions, as well as the proposed land uses for this area.

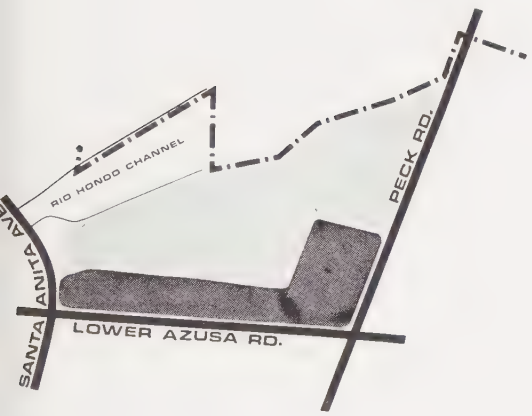
FIGURE 18

RESIDENTIAL NEIGHBORHOOD 3



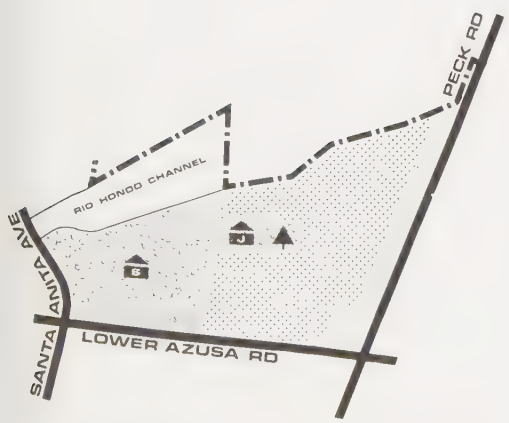
GENERALIZED EXISTING LAND USE

- RESIDENTIAL
  - LOW DENSITY
  - MEDIUM DENSITY
  - HIGH DENSITY
- COMMERCIAL
  - CITY CENTER
  - HIGHWAY
- INDUSTRIAL
- PUBLIC
- VACANT



GENERALIZED EXISTING BUILDING CONDITIONS

- ABOVE AVERAGE
- AVERAGE
- BELOW AVERAGE
- VACANT



LAND USE PLAN – 1990

- RESIDENTIAL
  - 5 DWELLING UNITS/ACRE
  - 8 DWELLING UNITS/ACRE
  - 15 DWELLING UNITS/ACRE
  - 25 DWELLING UNITS/ACRE
- COMMERCIAL
  - CITY CENTER
  - HIGHWAY
  - NEIGHBORHOOD
- INDUSTRIAL
  - OFFICE – WAREHOUSE
  - LIGHT INDUSTRY
  - HEAVY INDUSTRY
- PUBLIC
  - SCHOOLS
    - ELEMENTARY K-6
    - ELEMENTARY-JUNIOR HIGH K-8
    - SENIOR HIGH 9-12
  - PARKS-RECREATION
  - BUFFER AREA
  - CIVIC CENTER
  - FIRE STATION
  - CITY YARD
  - HOSPITAL
  - GOLF COURSE

RESIDENTIAL NEIGHBORHOOD 4

Location

The area bounded by Lower Azusa Road on the north, Santa Anita Avenue on the west, the Southern Pacific main line and Ramona Boulevard on the south, and Peck Road on the east.

Area - 530 acres

Existing Land Use

Residential land uses characterize the majority of the land area of this neighborhood. There is a mixture of low and medium density residences in the area; however, the single-family home is still the prime residential type in this neighborhood. There is a concentration of medium density development south of Forest Grove Street as well as in the northern portion of the area. Commercial uses can be found along Peck Road,while there are industrial uses in the area near the Pacific Electric right-of-way. There are two schools in the neighborhood as well as one city park, Lambert Park.

Existing Building Conditions

There are three major concentrations of below average structures in the area. The first is in the northwest corner of the neighborhood along Lower Azusa Road and Santa Anita Avenue. The second area runs through the center of the neighborhood, while the third area is adjacent to Peck Road and the Pacific Electric right-of-way. The remaining portions of the area are in average condition. There are no large areas which could be considered above average.

Proposed Land Use

Two residential densities are recommended for the area. That portion of the neighborhood which lies north of Bryant Road between Santa Anita Avenue and Peck Road should be developed at an average density of 8 dwelling units per acre. This would yield approximately

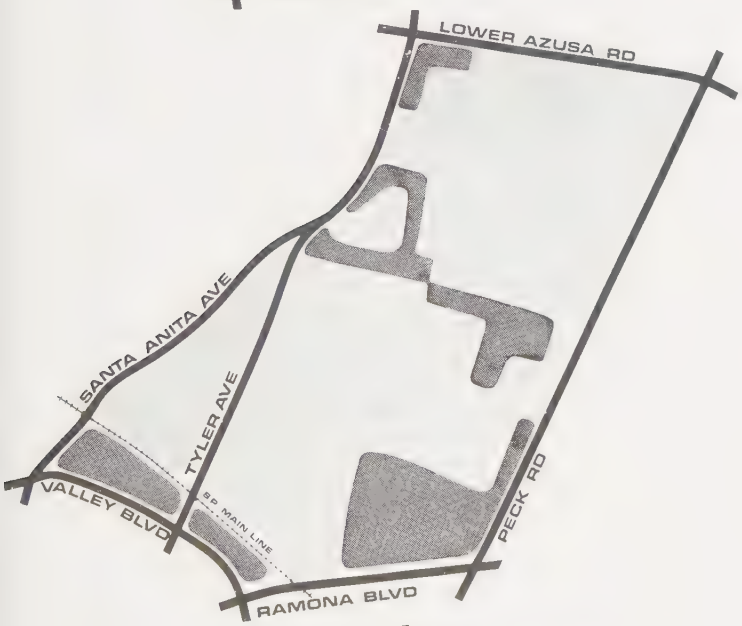
2,400 dwelling units and house 7,200 persons by 1990. The second residential density proposed is 15 dwelling units per acre. It can be expected that 3,000 dwelling units will be demanded at this density by 1990, housing some 5,800 persons. Highway-oriented commercial uses are proposed along Peck Road, with a major clustering at Lower Azusa Road and Peck Road. It is proposed that the two existing schools be retained and that a new elementary school be located in the southern portion of the neighborhood. An expansion of Lambert Park is recommended as well as the establishment of the linear park along the Pacific Electric right-of-way.

Figure 19 depicts the existing and proposed conditions of this neighborhood.

FIGURE 19
RESIDENTIAL NEIGHBORHOOD 4

GENERALIZED EXISTING LAND USE

- RESIDENTIAL
  - LOW DENSITY
  - MEDIUM DENSITY
  - HIGH DENSITY
- COMMERCIAL
  - CITY CENTER
  - HIGHWAY
- INDUSTRIAL
- PUBLIC
- VACANT



GENERALIZED EXISTING BUILDING CONDITIONS

- ABOVE AVERAGE
- AVERAGE
- BELOW AVERAGE
- VACANT

LAND USE PLAN – 1990

- RESIDENTIAL
  - 5 DWELLING UNITS/ACRE
  - 8 DWELLING UNITS/ACRE
  - 15 DWELLING UNITS/ACRE
  - 25 DWELLING UNITS/ACRE
- COMMERCIAL
  - CITY CENTER
  - HIGHWAY
  - NEIGHBORHOOD
- INDUSTRIAL
  - OFFICE – WAREHOUSE
  - LIGHT INDUSTRY
  - HEAVY INDUSTRY
- PUBLIC
  - SCHOOLS
    - ELEMENTARY K-6
    - ELEMENTARY-JUNIOR HIGH K-8
    - SENIOR HIGH 9-12
  - PARKS-RECREATION
  - BUFFER AREA
  - CIVIC CENTER
  - FIRE STATION
  - CITY YARD
  - HOSPITAL
  - GOLF COURSE

RESIDENTIAL NEIGHBORHOOD 5

Location

The area bounded by Peck Road on the west, the planning area boundary on the north and east, and Lower Azusa Road on the south.

Area - 380 acres

Existing Land Use

This neighborhood is solidly developed with single-family types of residences. There are isolated spots of medium density structures, but no high density residential uses at all. There are commercial uses present along Peck Road with a clustering at Peck Road and Lower Azusa Road. There is also an industrial area at the northwest corner of the neighborhood. Only one public use, an elementary school, is located within the area.

Existing Building Conditions

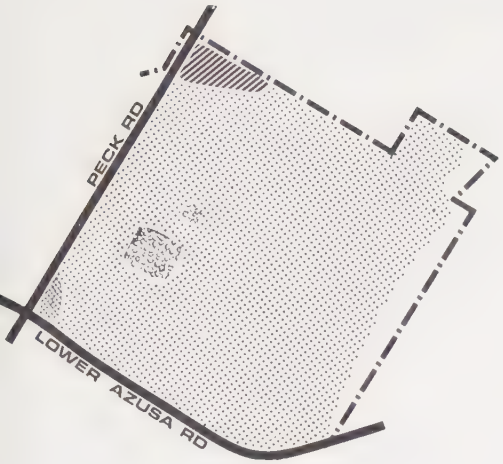
There are no areas of below average conditions in the neighborhood. The structures which do exist are predominantly average in their overall condition. This includes the overall maintenance, appearance, and structural soundness of the buildings.

Proposed Land Use

The major land use proposed for the area is low density residential. The average density would be 5 dwelling units per acre, yielding approximately 1,650 dwelling units and housing 4,900 persons by 1990. The plan also proposes highway-oriented commercial uses along Peck Road. The last land use recommended is the addition of a new elementary school with a new neighborhood park adjacent to it.

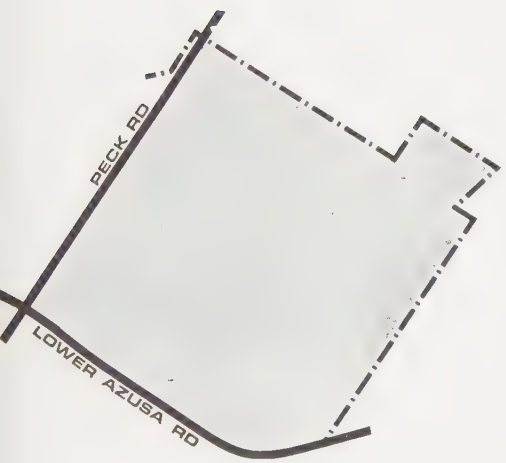
Figure 20 shows the existing conditions in this area, as well as the proposals set forth in the plan for this neighborhood unit.

FIGURE 20
RESIDENTIAL NEIGHBORHOOD 5



GENERALIZED EXISTING LAND USE

- RESIDENTIAL
  - LOW DENSITY
  - MEDIUM DENSITY
  - HIGH DENSITY
- COMMERCIAL
  - CITY CENTER
  - HIGHWAY
- INDUSTRIAL
- PUBLIC
- VACANT



GENERALIZED EXISTING BUILDING CONDITIONS

- ABOVE AVERAGE
- AVERAGE
- BELOW AVERAGE
- VACANT

LAND USE PLAN – 1990

- RESIDENTIAL
  - 5 DWELLING UNITS/ACRE
  - 8 DWELLING UNITS/ACRE
  - 15 DWELLING UNITS/ACRE
  - 25 DWELLING UNITS/ACRE
- COMMERCIAL
  - CITY CENTER
  - HIGHWAY
  - NEIGHBORHOOD
- INDUSTRIAL
  - OFFICE – WAREHOUSE
  - LIGHT INDUSTRY
  - HEAVY INDUSTRY
- PUBLIC
  - SCHOOLS
    - ELEMENTARY K-6
    - ELEMENTARY-JUNIOR HIGH K-8
    - SENIOR HIGH 9-12
  - PARKS-RECREATION
  - BUFFER AREA
  - CIVIC CENTER
  - FIRE STATION
  - CITY YARD
  - HOSPITAL
  - GOLF COURSE

RESIDENTIAL NEIGHBORHOOD 6

Location

The area bounded by Lower Azusa Road on the north, Peck Road on the west, the San Gabriel River on the east and Ramona Boulevard on the south.

Area - 500 acres

Existing Land Use

This neighborhood, as Neighborhood 5, has a low density, single-family residential character. The only deviation from this pattern is along Peck Road, where there are concentrations of commercial uses as well as scattered higher density residences. There are two schools in the area, an elementary (K-6) and an elementary-junior high (K-8).

Existing Building Conditions

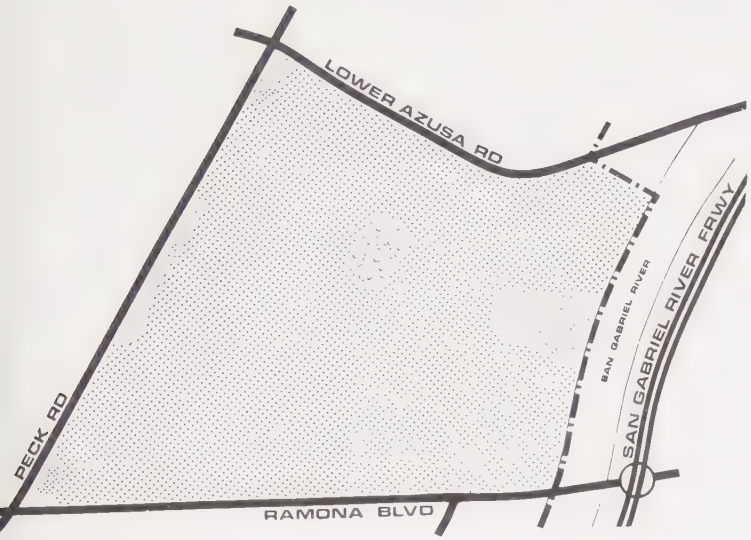
The condition of the structures in this area ranges from above average to below average. There is a concentration of above average structures at the northeast corner of the neighborhood, and immediately adjacent to it is the only concentration of below average structures. The remaining portions of the area are average in character. In all, the area is a stable neighborhood.

Proposed Land Use

The major land use recommended for the area is a residential use of 5 dwelling units per acre. During the planning period it can be expected that 2,000 dwelling units will be demanded at this density in the neighborhood, housing approximately 6,000 persons. The second type of land use proposed for the area is a highway commercial use. This would be located along Peck Road. The public uses recommended include a new elementary-junior high school (K-8) and a park adjacent to the school. These two facilities would then be tied into the linear park being proposed along the Pacific Electric right-of-way.

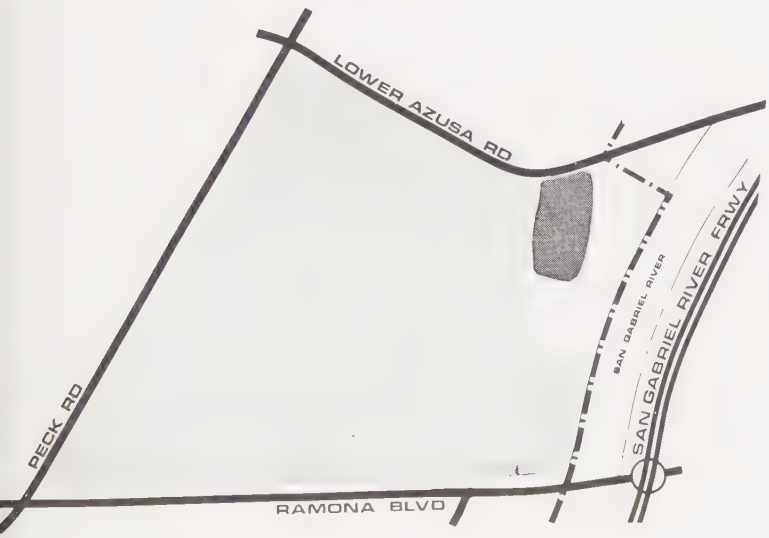
Figure 21 illustrates the existing and proposed conditions of the area.

FIGURE 21
RESIDENTIAL NEIGHBORHOOD 6



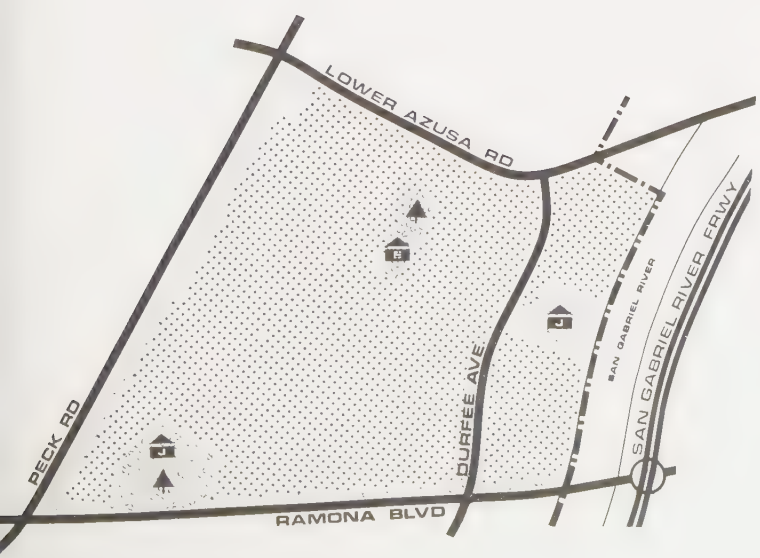
GENERALIZED EXISTING LAND USE

- RESIDENTIAL
  - LOW DENSITY
  - MEDIUM DENSITY
  - HIGH DENSITY
- COMMERCIAL
  - CITY CENTER
  - HIGHWAY
- INDUSTRIAL
- PUBLIC
- VACANT



GENERALIZED EXISTING BUILDING CONDITIONS

- ABOVE AVERAGE
- AVERAGE
- BELOW AVERAGE
- VACANT



LAND USE PLAN–1990

- RESIDENTIAL
  - 5 DWELLING UNITS/ACRE
  - 8 DWELLING UNITS/ACRE
  - 15 DWELLING UNITS/ACRE
  - 25 DWELLING UNITS/ACRE
- COMMERCIAL
  - CITY CENTER
  - HIGHWAY
  - NEIGHBORHOOD
- INDUSTRIAL
  - OFFICE–WAREHOUSE
  - LIGHT INDUSTRY
  - HEAVY INDUSTRY
- PUBLIC
  - SCHOOLS
    - ELEMENTARY K-6
    - ELEMENTARY-JUNIOR HIGH K-8
    - SENIOR HIGH 9-12
  - PARKS-RECREATION
  - BUFFER AREA
  - CIVIC CENTER
  - FIRE STATION
  - CITY YARD
  - HOSPITAL
  - GOLF COURSE

RESIDENTIAL NEIGHBORHOOD 7

Location

The area generally bounded by Ramona Boulevard on the north, the San Bernardino Freeway on the south, the San Gabriel River on the east, and the intersection of Valley Boulevard and Ramona Boulevard on the west.

Area - 540 acres

Existing Land Use

This neighborhood contains some of all the land use categories. The predominant land use is residential, and there is a fairly even distribution of low density residences as well as medium density residences. There are also small concentrations of high density areas in a number of locations in the neighborhood. The second significant land use in the area is commercial. The Sear's Shopping Center is located in the area, and there are a variety of commercial uses along Peck Road. The commercial use is generally concentrated adjacent to Peck Road. There is also a small concentration of industrial usage near the Pacific Electric right-of-way. There are a number of public uses in the neighborhood which include the Civic Center, three elementary schools, McLaren Hall, Zamora Park and a privately owned golf course at the eastern edge of the area.

Existing Building Conditions

The condition of the majority of structures ranges from average to above average. The structures in and around the Sear's Shopping Center are for the most part above average, as is the case with the area adjacent to the Civic Center. There is also a concentration of residences just north of the golf course which are classified above average. The remaining structures in the area are predominantly average.

Proposed Land Use

The major residential land use proposed for this area would accommodate residences at an average density of 15 dwelling units per acre. By 1990 this area could have some 5,000 units at this density which would hold a population of some 11,000 people. The second residential land use, 25 dwelling units per acre, is proposed for the area west of Peck Road and on either side of Stewart Street. This area could accommodate approximately 750 dwelling units with 1,400 residents during the planning period. The plan recommends that there be a continuation of expansion of the commercial areas south of the Southern Pacific main line. It is further proposed that a new elementary school be established in the area, and the Civic Center Complex be expanded at the same site, as necessary. The development of Zamora Park in the very near future will provide the area with adequate park space.

Figure 22 shows the proposed land uses in this neighborhood as well as what exists at the present time.

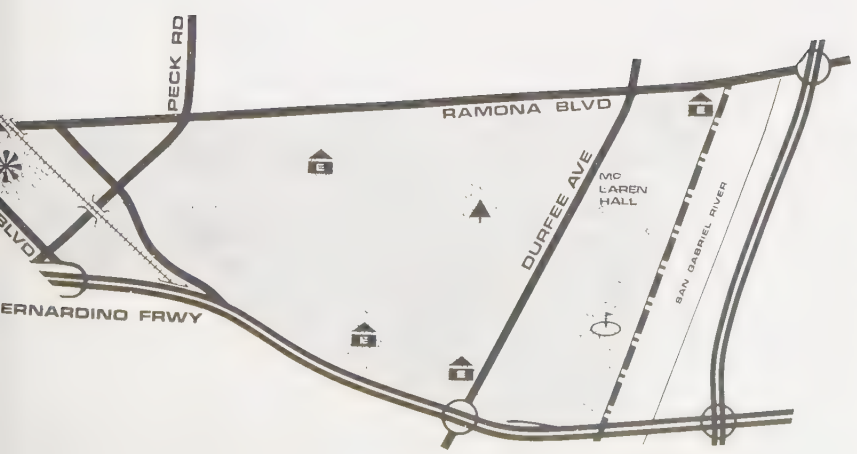
FIGURE 22
RESIDENTIAL NEIGHBORHOOD 7

GENERALIZED EXISTING LAND USE

- RESIDENTIAL
  - LOW DENSITY
  - MEDIUM DENSITY
  - HIGH DENSITY
- COMMERCIAL
  - CITY CENTER
  - HIGHWAY
- INDUSTRIAL
- PUBLIC
- VACANT

GENERALIZED EXISTING BUILDING CONDITIONS

- ABOVE AVERAGE
- AVERAGE
- BELOW AVERAGE
- VACANT



LAND USE PLAN – 1990

- RESIDENTIAL
  - 5 DWELLING UNITS/ACRE
  - 8 DWELLING UNITS/ACRE
  - 15 DWELLING UNITS/ACRE
  - 25 DWELLING UNITS/ACRE
- COMMERCIAL
  - CITY CENTER
  - HIGHWAY
  - NEIGHBORHOOD
- INDUSTRIAL
  - OFFICE – WAREHOUSE
  - LIGHT INDUSTRY
  - HEAVY INDUSTRY
- PUBLIC
  - SCHOOLS
    - ELEMENTARY K-6
    - ELEMENTARY-JUNIOR HIGH K-8
    - SENIOR HIGH 9-12
  - PARKS-RECREATION
  - BUFFER AREA
  - CIVIC CENTER
  - FIRE STATION
  - CITY YARD
  - HOSPITAL
  - GOLF COURSE

RESIDENTIAL NEIGHBORHOOD 8

Location

The area bounded by Ramona Boulevard on the north, the San Bernardino Freeway on the south, Santa Anita Avenue on the west and Valley Boulevard on the east.

Area - 110 acres

Existing Land Use

The residential land use in this neighborhood is a mixture of two densities. The predominant one is a medium density,while there is a concentration of low density residences east of Tyler Avenue. Commercial uses can be found along Tyler Avenue and Valley Boulevard. There is one public use in the area, an elementary-junior high school (K-8) located east of Tyler Avenue.

Existing Building Conditions

The conditions of the structures in the neighborhood range from above average to below average. There is a concentration of above average structures along Valley Boulevard at the western end of the area. Below average conditions exist in the eastern portion of the area, while the remaining structures are in average condition. The condition of the structures in this area, and its close proximity to the Central Business District, make it a prime area for a recycling of land uses.

Proposed Land Use

The plan recommends that the entire neighborhood be utilized as a residential area. The average density proposed is 25 dwelling units per acre. This could yield approximately 2,300 dwelling units and house 4,500 people by 1990. The other land use proposed is an elementary school (K-6) in the area west of Tyler Avenue. The development of higher density dwelling units in this area can act as a strengthening factor in relation to the

Central Business District. The clustering of multi-family housing in this area could provide a flow of people to the City Center Area for shopping purposes, which would in turn bolster the central area as a major activity center of the community.

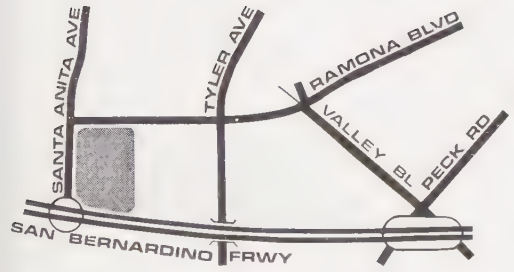
Figure 23 shows the present and recommended future makeup of this neighborhood.

FIGURE 23

RESIDENTIAL NEIGHBORHOOD 8

GENERALIZED EXISTING LAND USE

- RESIDENTIAL
  - LOW DENSITY
  - MEDIUM DENSITY
  - HIGH DENSITY
- COMMERCIAL
  - CITY CENTER
  - HIGHWAY
- INDUSTRIAL
- PUBLIC
- VACANT



GENERALIZED EXISTING BUILDING CONDITIONS

- ABOVE AVERAGE
- AVERAGE
- BELOW AVERAGE
- VACANT

LAND USE PLAN – 1990

- RESIDENTIAL
  - 5 DWELLING UNITS/ACRE
  - 8 DWELLING UNITS/ACRE
  - 15 DWELLING UNITS/ACRE
  - 25 DWELLING UNITS/ACRE
- COMMERCIAL
  - CITY CENTER
  - HIGHWAY
  - NEIGHBORHOOD
- INDUSTRIAL
  - OFFICE – WAREHOUSE
  - LIGHT INDUSTRY
  - HEAVY INDUSTRY
- PUBLIC
  - SCHOOLS
    - ELEMENTARY K-6
    - ELEMENTARY-JUNIOR HIGH K-8
    - SENIOR HIGH 9-12
  - PARKS-RECREATION
  - BUFFER AREA
  - CIVIC CENTER
  - FIRE STATION
  - CITY YARD
  - HOSPITAL
  - GOLF COURSE

RESIDENTIAL NEIGHBORHOOD 9

Location

The area south of the Rio Hondo Channel and the San Bernardino Freeway, north of Garvey Avenue and between Santa Anita Avenue and the Channel.

Area - 310 acres

Existing Land Use

Residential and commercial land uses form the major uses of land in this neighborhood. The predominant residential type at the present time is still the single-family detached home. There are, however, significant concentrations of medium density residences in the area. It appears that the area is undergoing a transition to a slightly higher density. The commercial uses in the neighborhood are of the highway commercial variety, and are concentrated along Garvey Avenue. There are three public uses in the area, two elementary schools and the City's only hospital facility.

Existing Building Conditions

The neighborhood has three areas in which the building conditions are below average. The major area is the length of the neighborhood along Garvey Avenue. In addition, there are two smaller pockets, at the extreme western end of the area and along Santa Anita Avenue. For the most part the remaining structures are of average quality.

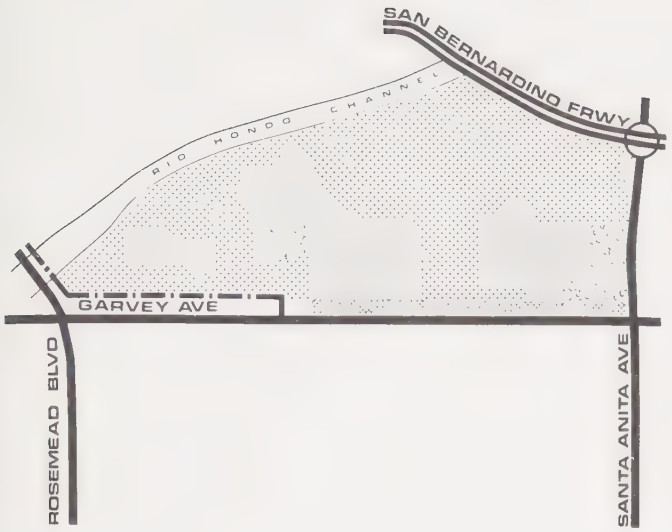
Proposed Land Use

One of the primary recommendations which would affect this area is the extension of Baldwin Avenue south to join Merced Avenue near Towneway Drive. The extension of this street is needed to provide the community better north-south access at its western edge. Two residential types are proposed in this area. The

first is single-family detached housing at an average density of 5 dwelling units per acre. This would be concentrated in the area between the extension of Baldwin Avenue and Santa Anita Avenue. During the planning period it can be expected that this area would contain 600 units at this density and approximately 1,800 persons. The second residential density would be 15 dwelling units per acre and would be located west of Baldwin Avenue. This area could accommodate 2,100 such units and some 3,100 persons by 1990. Commercial uses are proposed for the area along Garvey Avenue. This would be of the highway commercial variety. It is recommended that the two elementary schools be maintained during the planning period. Two new public uses are proposed, both of which are park uses, one being located adjacent to Cortada School, and the other adjacent to the freeway and linked into Fletcher Park.

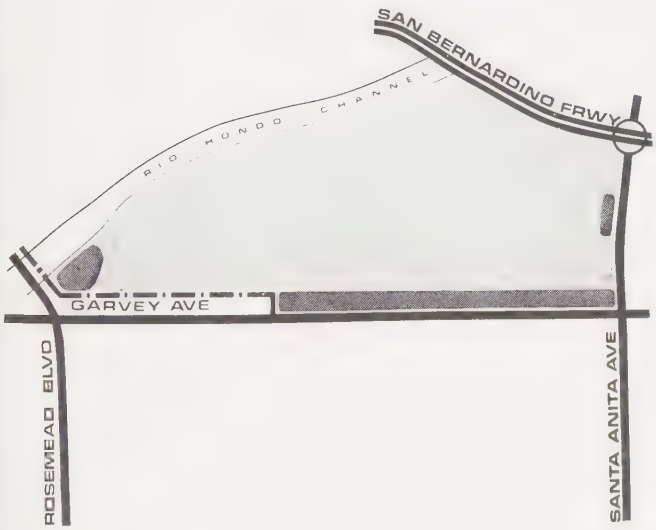
Figure 24 illustrates the existing and proposed land uses in this area.

FIGURE 24
RESIDENTIAL NEIGHBORHOOD 9



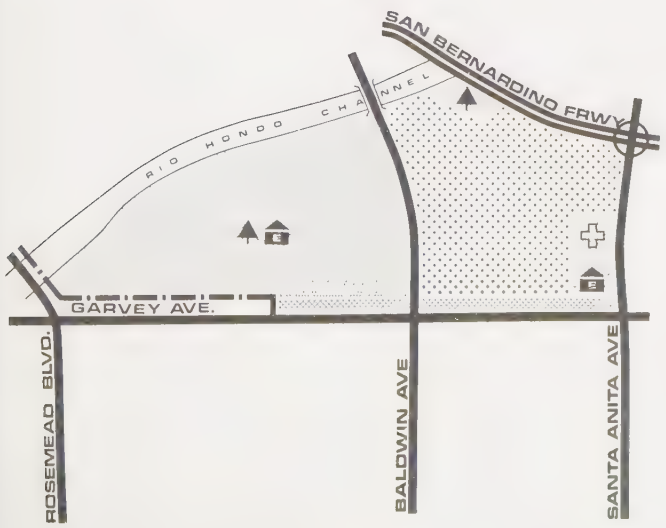
GENERALIZED EXISTING LAND USE

- RESIDENTIAL
  - LOW DENSITY
  - MEDIUM DENSITY
  - HIGH DENSITY
- COMMERCIAL
  - CITY CENTER
  - HIGHWAY
- INDUSTRIAL
- PUBLIC
- VACANT



GENERALIZED EXISTING BUILDING CONDITIONS

- ABOVE AVERAGE
- AVERAGE
- BELOW AVERAGE
- VACANT



LAND USE PLAN – 1990

- RESIDENTIAL
  - 5 DWELLING UNITS/ACRE
  - 8 DWELLING UNITS/ACRE
  - 15 DWELLING UNITS/ACRE
  - 25 DWELLING UNITS/ACRE
- COMMERCIAL
  - CITY CENTER
  - HIGHWAY
  - NEIGHBORHOOD
- INDUSTRIAL
  - OFFICE – WAREHOUSE
  - LIGHT INDUSTRY
  - HEAVY INDUSTRY
- PUBLIC
  - SCHOOLS
    - ELEMENTARY K-6
    - ELEMENTARY-JUNIOR HIGH K-8
    - SENIOR HIGH 9-12
  - PARKS-RECREATION
  - BUFFER AREA
  - CIVIC CENTER
  - FIRE STATION
  - CITY YARD
  - HOSPITAL
  - GOLF COURSE

RESIDENTIAL NEIGHBORHOOD 10

Location

The area south of the San Bernardino Freeway, north of Garvey Avenue, and between Peck Road and Santa Anita Avenue.

Area - 150 acres

Existing Land Use

That portion of the neighborhood which is between Tyler Avenue and Santa Anita Avenue is in a low density residential use. There are a small number of higher density units, but the overall trend is to the lower density. The remaining portion of the neighborhood that is between Tyler Avenue and Peck Road is developed in medium to high density residences. The commercial uses that are to be found in the area are concentrated along Garvey Avenue. In addition to these uses, there is a senior high school, plus City Park, one of the community's major recreation areas. These two uses combined make up a large segment of the neighborhood.

Existing Building Conditions

The condition of the structures in the area is generally average in relation to their age, maintenance, and quality. However, the structures along Garvey Avenue are, in most instances, below average. Many are older and poorly maintained, as well as being functionally obsolete.

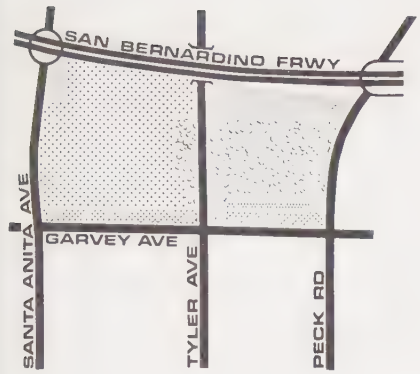
Proposed Land Use

The plan recommends that the area between Tyler Avenue and Santa Anita Avenue be used for residential land use, at an average density of 8 dwelling units per acre. This area would support 800 units and approximately 2,400 persons by 1990. The section of the neighborhood that lies east of Tyler should be developed in residential uses at an average density of 25 dwelling units per

acre. This could yield 500 units and house some 1,000 persons when fully developed. The public uses that are now present should be maintained. Highway commercial uses are proposed for the area along Garvey Avenue. This would include new uses as well as the upgrading of existing ones.

Figure 25 depicts the present and recommended future conditions in this neighborhood.

FIGURE 25
RESIDENTIAL NEIGHBORHOOD 10



GENERALIZED EXISTING LAND USE

- RESIDENTIAL
  - LOW DENSITY
  - MEDIUM DENSITY
  - HIGH DENSITY
- COMMERCIAL
  - CITY CENTER
  - HIGHWAY
- INDUSTRIAL
- PUBLIC
- VACANT

GENERALIZED EXISTING BUILDING CONDITIONS

- ABOVE AVERAGE
- AVERAGE
- BELOW AVERAGE
- VACANT

LAND USE PLAN–1990

- RESIDENTIAL
  - 5 DWELLING UNITS/ACRE
  - 8 DWELLING UNITS/ACRE
  - 15 DWELLING UNITS/ACRE
  - 25 DWELLING UNITS/ACRE
- COMMERCIAL
  - CITY CENTER
  - HIGHWAY
  - NEIGHBORHOOD
- INDUSTRIAL
  - OFFICE–WAREHOUSE
  - LIGHT INDUSTRY
  - HEAVY INDUSTRY
- PUBLIC
  - SCHOOLS
    - ELEMENTARY K-6
    - ELEMENTARY-JUNIOR HIGH K-8
    - SENIOR HIGH 9-12
  - PARKS-RECREATION
  - BUFFER AREA
  - CIVIC CENTER
  - FIRE STATION
  - CITY YARD
  - HOSPITAL
  - GOLF COURSE

RESIDENTIAL NEIGHBORHOOD 11

Location

The area south of Garvey Avenue, between Santa Anita Avenue and the western boundary of the planning area.

Area - 145 acres

Existing Land Use

There is a mixture of land uses present in this neighborhood. The area has both low and medium density residences. There is also a concentration of commercial uses along Garvey Avenue, as well as to the west of Merced Avenue. In addition, there is a small clustering of industrial uses west of Merced Avenue. There is one elementary school, and one elementary-junior high school in the area.

Existing Building Conditions

Building conditions in this area range from above average to below average. The commercial cluster at Merced Avenue and Garvey Avenue is of above average quality, while the remaining commercial areas are below average. The residential area south of Fern Street and on either side of Potrero Avenue is also in below average condition. The majority of the other residential structures are average.

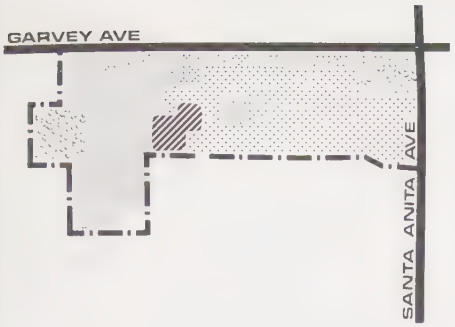
Proposed Land Use

It is recommended that the western portion of the neighborhood be developed in residential uses at an average density of 15 dwelling units per acre. This could yield approximately 1,200 units and support 2,300 persons by 1990. The eastern section of the area would be developed in residences at a density of 8 units per acre. This section could then accommodate some 240 units and an estimated 720 persons. Commercial uses are proposed for the area along Garvey Avenue only. The two public schools in the neighborhood would also remain.

Figure 26 shows the existing land uses and building conditions of the area, in addition to the recommended future uses.

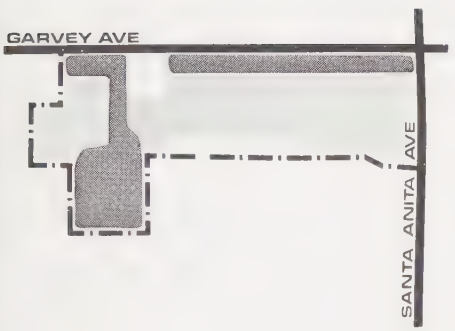
FIGURE 26

RESIDENTIAL NEIGHBORHOOD 11



GENERALIZED EXISTING LAND USE

- RESIDENTIAL
  - LOW DENSITY
  - MEDIUM DENSITY
  - HIGH DENSITY
- COMMERCIAL
  - CITY CENTER
  - HIGHWAY
- INDUSTRIAL
- PUBLIC
- VACANT



GENERALIZED EXISTING BUILDING CONDITIONS

- ABOVE AVERAGE
- AVERAGE
- BELOW AVERAGE
- VACANT

LAND USE PLAN – 1990

- RESIDENTIAL
  - 5 DWELLING UNITS/ACRE
  - 8 DWELLING UNITS/ACRE
  - 15 DWELLING UNITS/ACRE
  - 25 DWELLING UNITS/ACRE
- COMMERCIAL
  - CITY CENTER
  - HIGHWAY
  - NEIGHBORHOOD
- INDUSTRIAL
  - OFFICE – WAREHOUSE
  - LIGHT INDUSTRY
  - HEAVY INDUSTRY
- PUBLIC
  - SCHOOLS
    - ELEMENTARY K-6
    - ELEMENTARY-JUNIOR HIGH K-8
    - SENIOR HIGH 9-12
  - PARKS-RECREATION
  - BUFFER AREA
  - CIVIC CENTER
  - FIRE STATION
  - CITY YARD
  - HOSPITAL
  - GOLF COURSE

RESIDENTIAL NEIGHBORHOOD 12

Location

The area bounded by Garvey Avenue on the north, Santa Anita Avenue on the west, Peck Road on the east and the planning area boundary on the south.

Area - 200 acres

Existing Land Use

The residential land uses in this neighborhood are of the medium to high density variety. There are concentrations of low density units but the trend in the area is to higher densities as evidenced by the existing land use map in Figure 27. Commercial uses are clustered along Garvey Avenue for the most part, although there are such uses in limited numbers along Peck Road also. There is one major concentration of industrial usage in the area. This is south of Elliott and west of Tyler. The only public use in the neighborhood is an elementary school in the southern portion of the area.

Existing Building Conditions

Over three-fourths of the neighborhood has structures which are in below average condition. There are isolated pockets of above average buildings, but the overall image is below average. The nature of the structures then in this area make it a prime area for redevelopment. The proposals in the general plan for this neighborhood as well as Neighborhood 13 will hopefully foster a recycling of land usage.

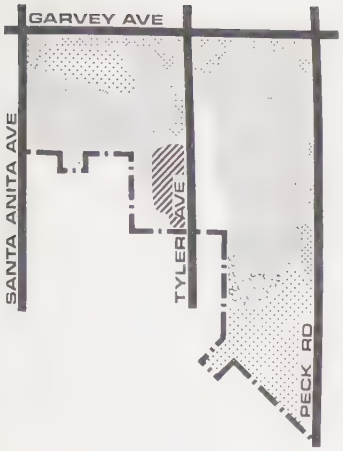
Proposed Land Use

The major land use proposed for this area is of a high density residential character. The average density recommended for the area is 25 dwelling units per acre. This area would yield

approximately 3,900 units and 8,000 persons if developed to this density. The proposal for high density in this neighborhood should act as an incentive to private developers to undertake a redevelopment of the area. Highway commercial uses are recommended along Garvey Avenue, but none of the other arterial streets running north-south through the area. A new elementary-junior high school is also proposed for an area between Peck Road and Tyler Avenue.

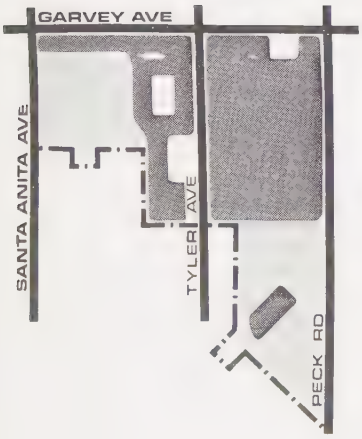
Figure 27 related the proposed and existing uses in this neighborhood.

FIGURE 27
RESIDENTIAL NEIGHBORHOOD 12



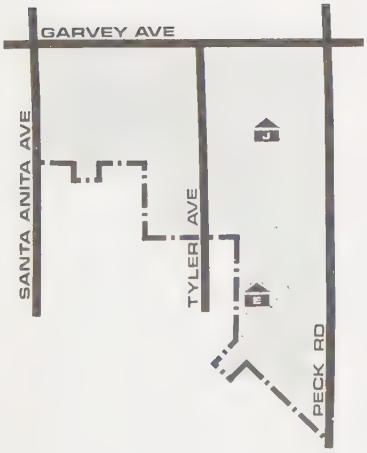
GENERALIZED EXISTING LAND USE

- RESIDENTIAL
  - LOW DENSITY
  - MEDIUM DENSITY
  - HIGH DENSITY
- COMMERCIAL
  - CITY CENTER
  - HIGHWAY
- INDUSTRIAL
- PUBLIC
- VACANT



GENERALIZED EXISTING BUILDING CONDITIONS

- ABOVE AVERAGE
- AVERAGE
- BELOW AVERAGE
- VACANT



LAND USE PLAN – 1990

- RESIDENTIAL
  - 5 DWELLING UNITS/ACRE
  - 8 DWELLING UNITS/ACRE
  - 15 DWELLING UNITS/ACRE
  - 25 DWELLING UNITS/ACRE
- COMMERCIAL
  - CITY CENTER
  - HIGHWAY
  - NEIGHBORHOOD
- INDUSTRIAL
  - OFFICE – WAREHOUSE
  - LIGHT INDUSTRY
  - HEAVY INDUSTRY
- PUBLIC
  - SCHOOLS
    - ELEMENTARY K-6
    - ELEMENTARY-JUNIOR HIGH K-8
    - SENIOR HIGH 9-12
  - PARKS-RECREATION
  - BUFFER AREA
  - CIVIC CENTER
  - FIRE STATION
  - CITY YARD
  - HOSPITAL
  - GOLF COURSE

RESIDENTIAL NEIGHBORHOOD 13

Location

The area bounded by Garvey Avenue on the north, Durfee Avenue on the east, Peck Road on the west and the planning area boundary on the south.

Area - 440 acres

Existing Land Uses

This neighborhood also has a predominant residential character. The low density residential unit is the major user of land in this area. The area around Mountain View Park and the existing elementary school is beginning to be developed at a higher density at the present time. There is one additional school in the area, located on Mountain View Road just south of Garvey Avenue. Commercial uses can be found along Garvey Avenue as well as along Durfee Avenue. The area along Durfee Avenue also has industrial uses intermixed with the commercial areas.

Existing Building Conditions

This neighborhood also has a major concentration of below average structures and is an area of the community which needs upgrading and redevelopment. The structures which are below average include residences, commercial areas and industrial areas. The southern portion of the neighborhood is in single family homes but this area also is beginning to be downgraded. The majority of buildings in this area are of average quality.

Proposed Land Use

The plan proposes that the neighborhood retain its residential character but that it be developed at an average density of 25 dwelling units per acre. As was the case in Neighborhood

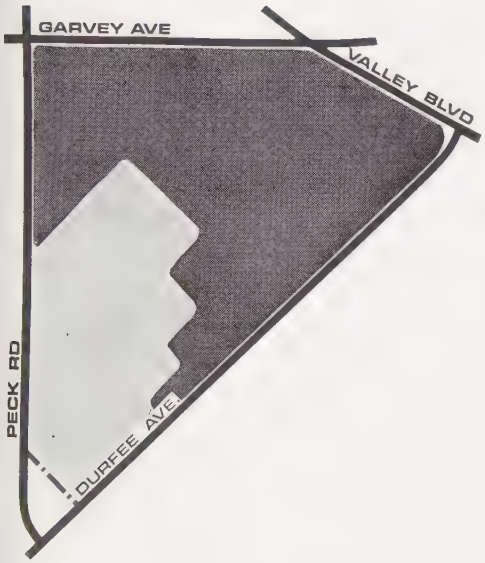
12, an increase in density could serve to encourage private redevelopment while providing the necessary dwelling units for the community's expanded population. This area could accommodate 7,600 dwelling units and approximately 14,800 persons by 1990. Two public parks are also proposed to serve the residents of the neighborhood. The area along Garvey Avenue is recommended for a highway commercial use, while the area along Durfee Avenue is well suited for an office-warehouse industrial use. A buffer area is also proposed between this industrial use and the neighboring residential uses.

Figure 28 illustrates the existing and proposed conditions for this neighborhood.

FIGURE 28
RESIDENTIAL NEIGHBORHOOD 13

GENERALIZED EXISTING LAND USE

- RESIDENTIAL
  - LOW DENSITY
  - MEDIUM DENSITY
  - HIGH DENSITY
- COMMERCIAL
  - CITY CENTER
  - HIGHWAY
- INDUSTRIAL
- PUBLIC
- VACANT



GENERALIZED EXISTING BUILDING CONDITIONS

- ABOVE AVERAGE
- AVERAGE
- BELOW AVERAGE
- VACANT

LAND USE PLAN – 1990

- RESIDENTIAL
  - 5 DWELLING UNITS/ACRE
  - 8 DWELLING UNITS/ACRE
  - 15 DWELLING UNITS/ACRE
  - 25 DWELLING UNITS/ACRE
- COMMERCIAL
  - CITY CENTER
  - HIGHWAY
  - NEIGHBORHOOD
- INDUSTRIAL
  - OFFICE – WAREHOUSE
  - LIGHT INDUSTRY
  - HEAVY INDUSTRY
- PUBLIC
  - SCHOOLS
    - ELEMENTARY K-6
    - ELEMENTARY-JUNIOR HIGH K-8
    - SENIOR HIGH 9-12
  - PARKS-RECREATION
  - BUFFER AREA
  - CIVIC CENTER
  - FIRE STATION
  - CITY YARD
  - HOSPITAL
  - GOLF COURSE

RESIDENTIAL NEIGHBORHOOD 14

Location

The area bounded by Vall ey Boulevard on the north, Durfee Avenue on the west, the San Gabriel River on the east, and the planning area boundary on the south.

Area - 450 acres

Existing Land Use

At the present time this area has a mixture of commercial and industrial uses along Durfee Avenue while the remainder of the neighborhood is in a low density residential use. There is a concentration of medium density units in the form of mobile homes on the eastern edge of the neighborhood. Included in the area are an elementary school, a junior high school, and an undeveloped senior high school site.

Existing Building Conditions

The condition of structures in this neighborhood vary from below average to above average. There is a concentration of above average housing at the southeasterly tip of the area. The northern half of the neighborhood including the commercial areas is below average for the most part. The remaining areas of the neighborhood are in average condition.

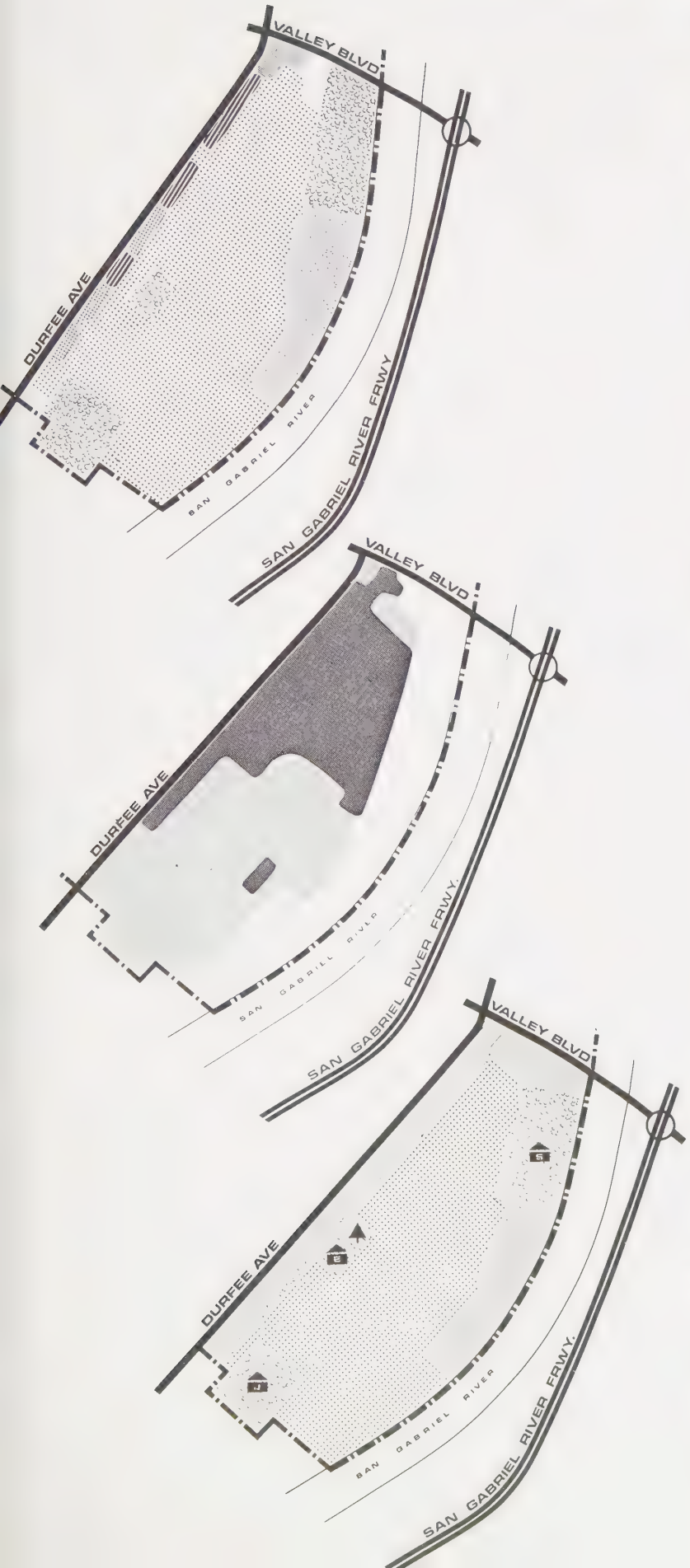
Proposed Land Use

The General Plan proposes that the major residential development that takes place in this area be at an average density of eight dwelling units per acre. This development could produce 2,000 units and house approximately 6,000 persons. An area of medium density units is recommended for the eastern portion of the area. This area could support 800 units and 1,800 persons by 1990. The area along Durfee Avenue and

Valley Boulevard should be put into an office-warehouse use, while providing a buffer area between it and the residential uses. In addition to the two existing schools, the undeveloped high school site will have to be developed to meet the area's high school enrollment needs. A neighborhood park is also proposed for development adjacent to the existing elementary school.

Figure 29 displays the existing uses and future proposals for this area. Figure 30, the Population Distribution Map, indicates how the population of the El Monte Planning Area should be distributed if the general plan proposals are followed.

FIGURE 29
RESIDENTIAL NEIGHBORHOOD 14



GENERALIZED EXISTING LAND USE

- RESIDENTIAL
  - LOW DENSITY
  - MEDIUM DENSITY
  - HIGH DENSITY
- COMMERCIAL
  - CITY CENTER
  - HIGHWAY
- INDUSTRIAL
- PUBLIC
- VACANT

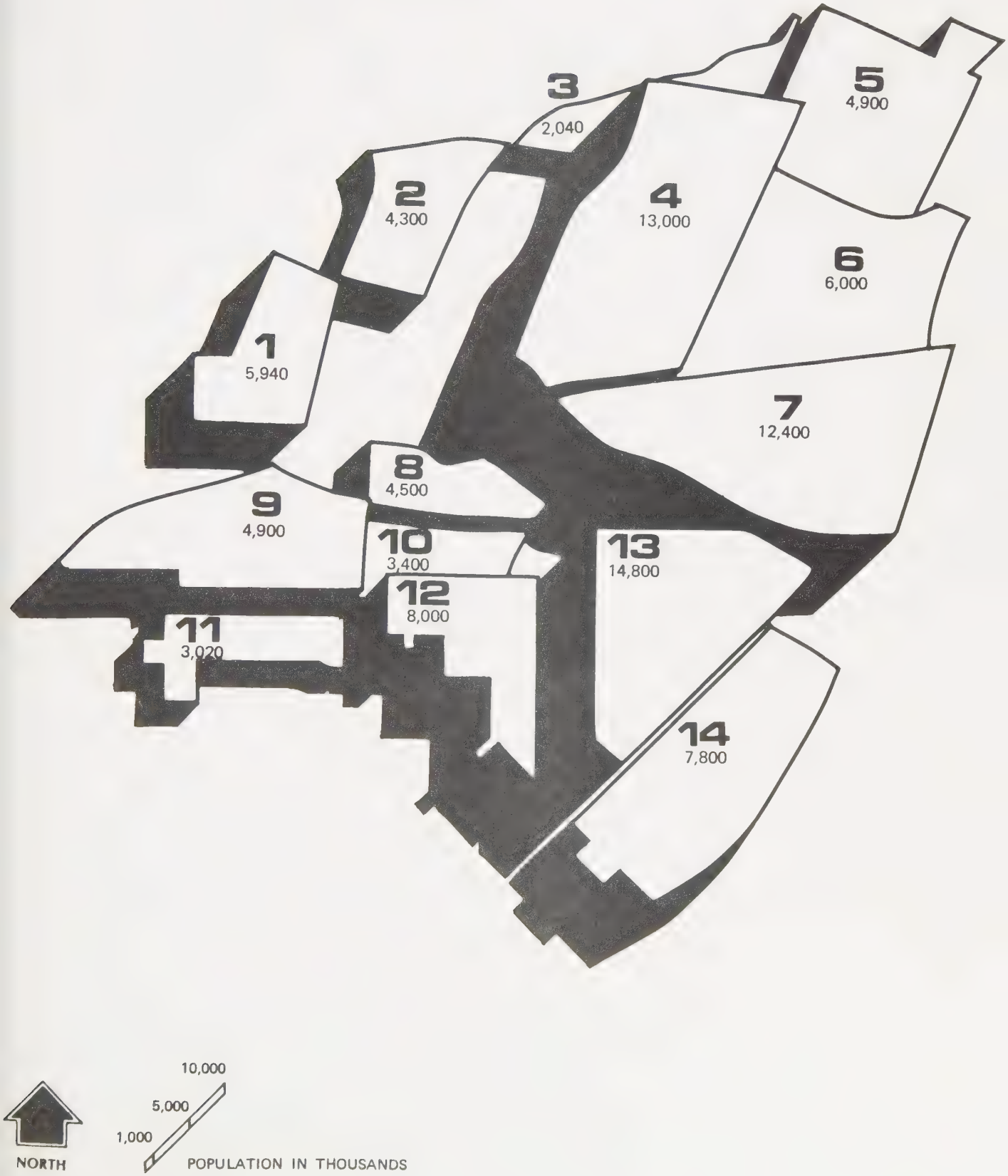
GENERALIZED EXISTING BUILDING CONDITIONS

- ABOVE AVERAGE
- AVERAGE
- BELOW AVERAGE
- VACANT

LAND USE PLAN – 1990

- RESIDENTIAL
  - 5 DWELLING UNITS/ACRE
  - 8 DWELLING UNITS/ACRE
  - 15 DWELLING UNITS/ACRE
  - 25 DWELLING UNITS/ACRE
- COMMERCIAL
  - CITY CENTER
  - HIGHWAY
  - NEIGHBORHOOD
- INDUSTRIAL
  - OFFICE – WAREHOUSE
  - LIGHT INDUSTRY
  - HEAVY INDUSTRY
- PUBLIC
  - SCHOOLS
    - ELEMENTARY K-6
    - ELEMENTARY-JUNIOR HIGH K-8
    - SENIOR HIGH 9-12
  - PARKS-RECREATION
  - BUFFER AREA
  - CIVIC CENTER
  - FIRE STATION
  - CITY YARD
  - HOSPITAL
  - GOLF COURSE

FIGURE 30
POPULATION DISTRIBUTION BY NEIGHBORHOODS – 1990



WATER SYSTEM

The El Monte Planning Area is served by 11 water companies and a municipal water system. This plan views the entire area as an integrated unit and thus proposes improvements to the total water distribution system, so that it will be able to accommodate the projected growth by 1990.

The source of water used by the City of El Monte is the underground basin of the San Gabriel River, from which raw water is withdrawn by a series of wells. In the past this basin has been overpumped to the extent that downstream users have forced the water agencies to recharge the underground reserves by flooding porous surface areas. The source of water for these recharging operations is natural surface flow, supplemented by raw water purchased from the Metropolitan Water District, in which the City of El Monte is a participant. It is assumed that this procedure can be followed through the planning period to 1990 and adequately meet the water demand at that time, which is estimated to be an average of 15.6 million gallons per day.

There are three separate principal suppliers of water to various geographical areas in the planning area. These include the City of El Monte's municipal system, which serves the central portion of the area; the California-American Water Company, which serves a large area west of the Rio Hondo Channel; and the San Gabriel Valley Water Company, which serves the major remaining portion of the planning area. This arrangement creates a certain amount of duplication of service facilities, such as mains and fire stand-by reservoir capacity, but these features are already largely in existence. For the purpose of this report it is assumed that this arrangement will remain in existence until 1990, since the anticipated growth of the community will not extend to any large new areas. The total system's operation would be improved, especially with regard to fire protection, if some emergency interconnection between systems were to be accomplished.

Figure 31 indicates the present water supply and distribution mains of the various systems, together with proposed improvements to supply the increased population and industrialization to the end of the planning period. Presently there are six existing wells within the planning area, as well as a 60,000-gallon water tank and a 1,000,000-gallon reservoir. The plan proposes a new storage facility in the form of a 200,000-gallon tank to be located west of the Rio Hondo Channel adjacent to the existing reservoir. The water mains proposed attempt to more fully complete the system and provide for the added demand that a denser population will require. The recommended locations and sizes can be seen in Figure 31. Many of the consumers of the planning area are presently supplied through 2-inch or 4-inch mains. It is recommended, in proposed areas of high residential density, commercial uses or industrial uses, that existing 2-inch and 4-inch mains and hydrants be replaced by not less than 6-inch pipe as soon as the area is developed in such a use. The improvements depicted in the water plan reflect the overall water needs of the planning area in 1990. The proposed improvements have been broken down in relation to the water company under whose jurisdiction they fall:

El Monte Municipal Water System

Item	Quantity Added
Replace 4" pipe with 6" pipe	9,550 L.F.
Replace 2" pipe with 8" pipe	450 L.F.
Replace 4" pipe with 8" pipe	8,700 L.F.
Replace 6" pipe with 8" pipe	1,700 L.F.
Replace 6" pipe with 10" pipe	1,450 L.F.
Replace 8" pipe with 10" pipe	600 L.F.
200,000-gallon water tank	
New pipe - 6"	19,600 L.F.
8"	1,600 L.F.
10"	5,400 L.F.
Valves	15 units
Hydrants	100 units

FIGURE 31
WATER PLAN–1990

- EXISTING WATER MAIN (WITH DIMENSION)
- RECOMMENDED NEW WATER MAIN (WITH DIMENSION)
- EXISTING WELL
- EXISTING WATER TANK CAPACITY: 60,000 GALLONS
- PROPOSED WATER TANK CAPACITY: 200,000 GALLONS
- EXISTING RESERVOIR CAPACITY: 1,000,000 GALLONS
- PUMPING PLANT
- WATER PLANT

EL MONTE GENERAL PLAN

GRUEN ASSOCIATES
ARCHITECTURE · PLANNING · ENGINEERING

0 600 1200 1800
SCALE IN FEET

NORTH

San Gabriel Valley Water Company

Item		Quantity Added
Replace pipe - 4" to 6"		48,000 L.F.
Replace hydrants - 4" to 6"		137 units
New mains -	8"	19,100 L.F.
	10"	3,400 L.F.
	12"	6,200 L.F.
	17"	11,200 L.F.
Valves		15 units

California-American Water Company

Item		Quantity Added
New mains -	6"	20,000 L.F.
	8"	3,600 L.F.
	10"	14,200 L.F.
Valves		5 units
Hydrants		57 units

STORM DRAIN SYSTEM

The El Monte Planning Area lies in the Los Angeles basin several miles from the base of the slope up to the San Gabriel Mountains. The area, which generally slopes southwest at a rather uniform and gentle grade, is protected from off-site flood water by the Rio Hondo Channel on the northwest, and the San Gabriel River on the southeast. This particular configuration provides for direct drainage to the adjacent channels, except in some areas at the south end, where city outfalls are picked up by the adjacent communities.

In the residential areas and in more intensively developed areas adjacent to the watercourses, surface storm drainage is disposed of by surface flow in the streets. In order to reduce the nuisance of large surface flows, a series of rather short storm drains has been developed to carry water underground to convenient points on the Rio Hondo or the San Gabriel River Channels. Future growth of population and additional commercial and industrial development will require extension of these drainage facilities to better service the more intensive use of the land. The General Plan proposes several concentrations of new industrial uses, but in practically all cases they are located adjacent to the Rio Hondo Channel, so that there is not a need for extensive new storm drain trunks or the extension of existing pipe lines.

The Storm Drain Plan shows the existing system of interceptors, in addition to proposed new interceptors and extensions of existing pipe. The size and type of unit that is needed is also illustrated. A concentration of new storm drain facilities can be seen in the eastern portion of the community. The area at the present time has few such facilities, and with the increased population and development activity in the area they will become more and more necessary. Additions to the storm drain system are also proposed for the two industrial concentrations in the area -- west of the Rio Hondo Channel, and in the industrial park south of the San Bernardino Freeway on the area's western boundary.

Below are summarized the proposed improvements, while Figure 32 illustrates the general locations of these facilities.

Item	Quantity Added
Reinforced Concrete Pipe:	
24"	50,000 L.F.
30"	1,200 L.F.
33"	700 L.F.
36"	7,700 L.F.
48"	9,200 L.F.
54"	7,400 L.F.
60"	6,000 L.F.
66"	700 L.F.
72"	6,900 L.F.
78"	1,900 L.F.
84"	1,700 L.F.
102"	700 L.F.

FIGURE 32
STORM DRAIN PLAN – 1990

EXISTING STORM DRAIN
PROPOSED STORM DRAIN
6'x5' □ REINFORCED CONCRETE BOX (WITH DIMENSIONS)
75"O REINFORCED CONCRETE PIPE (WITH DIMENSION)

EL MONTE GENERAL PLAN

GRUEN ASSOCIATES
CITY PLANNING ENGINEERING

0 500 1200 1800
SCALE IN FEET

NORTH

Item	Quantity Added
Large manhole	96 units
Small manhole	166 units
Catch basins	100 units
Outlet structures	3 units

SANITARY SEWER SYSTEM

The trunk sewers serving the City of El Monte are controlled by the Los Angeles County Sanitary District, and treatment of wastes is now also performed by the same district.

At the present time the existing trunk sewers in many cases are being used to near capacity. The area to the west of Tyler Avenue is well served presently, and the expected growth in the community should not prove to be an over-burden to the existing system. The plan, however, does propose new additions to the system in the eastern portion of the planning area. Major trunk lines are proposed generally in a north-south direction along Tyler Avenue, Peck Road, La Madera Avenue, and along Durfee Avenue and Maxson Road. Additional trunk lines are also proposed and are illustrated in Figure 33, the Sewer Plan. The trunk lines proposed are geared to accommodate the increased sewage resulting from the community's growth by 1990. As existing occupied areas are utilized more intensively and as new areas are opened to development, extension of 6-inch and 8-inch laterals will be necessary. Since these future laterals are principally lines to be located in accordance with road and development patterns to be determined at later dates, they are not dealt with in this plan.

Below are itemized the proposed additions to the system:

Item	Quantity Added
15" V.C.P.	14,500 L.F.
18" V.C.P.	15,300 L.F.
20" V.C.P.	10,500 L.F.
24" V.C.P.	4,400 L.F.
30" V.C.P.	4,200 L.F.
Large manholes	122

Figure 33, the Sewer Plan, indicates the general location of the proposed improvements.

FIGURE 33
SANITARY SEWER PLAN–1990

EXISTING TRUNK LINE
PROPOSED TRUNK LINE
EXISTING LINE TO BE REMOVED

EL MONTE GENERAL PLAN

GRUEN ASSOCIATES
ARCHITECTURE PLANNING ENGINEERING

0 600 1200 1800
SCALE IN FEET

NORTH

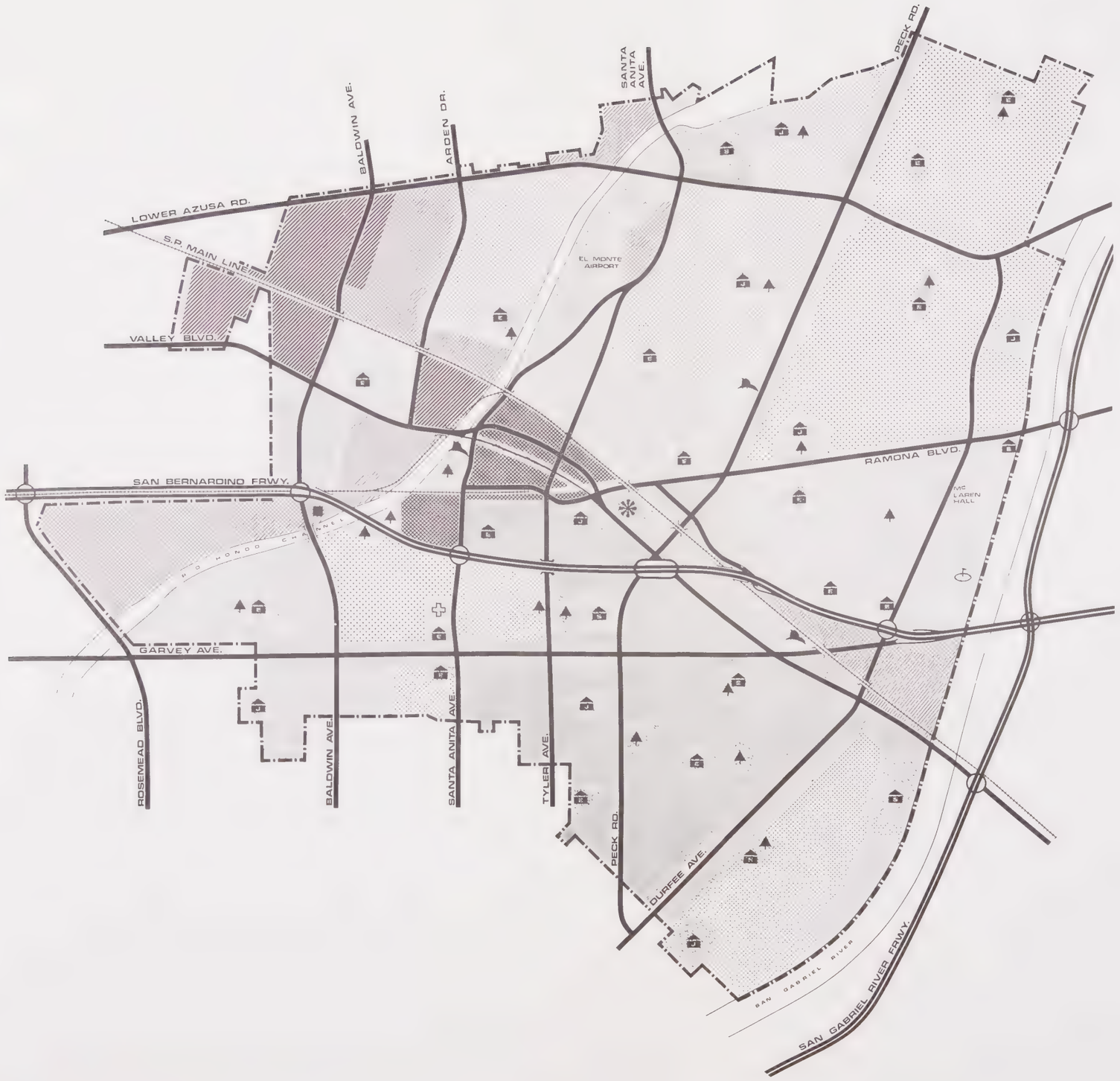


FIGURE 34
THE GENERAL PLAN – 1990

- RESIDENTIAL
  - 5 DWELLING UNITS/ACRE
  - 8 DWELLING UNITS/ACRE
  - 15 DWELLING UNITS/ACRE
  - 25 DWELLING UNITS/ACRE
- COMMERCIAL
  - CITY CENTER
  - HIGHWAY
  - NEIGHBORHOOD
- INDUSTRIAL
  - OFFICE – WAREHOUSE
  - LIGHT INDUSTRY
  - HEAVY INDUSTRY
- PUBLIC
  - SCHOOLS
    - ELEMENTARY K-6
    - ELEMENTARY-JUNIOR HIGH K-8
    - SENIOR HIGH 9-12
  - PARKS-RECREATION
  - BUFFER AREA
  - CIVIC CENTER
  - FIRE STATION
  - CITY YARD
  - HOSPITAL
  - GOLF COURSE
- ARTERIAL STREET
- FREEWAY
- FREEWAY INTERCHANGE
- RAIL LINE
- PLANNING AREA BOUNDARY

EL MONTE GENERAL PLAN

GRUEN ASSOCIATES
ARCHITECTURE PLANNING ENGINEERING

0 600 1200 1800
SCALE IN FEET

NORTH

CHAPTER V

THE CITY CENTER AREA CONCEPTUAL DEVELOPMENT PLAN

PLANNING CONCEPT

The City Center Area of a community should be the primary focal point of activity within the City. The area should be so situated and developed as to create a cohesive and viable unit. To achieve such a position, the following policies should be pursued in the Central Area of El Monte:

1. Promote the functional efficiency of the City Center Area.

   If the downtown is to maintain its competitive position, it must operate from an efficient and functional physical plan.

2. Increase the visual attractiveness of the City Center Area.

   An unattractive downtown area inhibits private investment, discourages the shopper and ultimately draws retail trade out of the area.

3. Promote sufficient and convenient parking.

   Sufficient parking spaces are needed, conveniently located at the intended destinations.

4. Provide room for expansion and changing technology.

   The Central Area is not static and must be capable of meeting future needs, changing technology, and shifting consumer preferences, if it is to survive.

5. Locate needed public facilities so as to maximize their impact on the community.

   By locating needed public facilities in the Central Area, public needs can be fulfilled and, at the same time, the commercial potential of the area can be strengthened by drawing additional persons into the Central Area.

Existing Conditions in the City Center

The vitality of downtown El Monte is waning. The reasons are many, and they fall into a familiar pattern which can be found in many downtown areas. In many instances the Central Business District is forced to compete with nearby shopping centers for retail sales, and this is the case in El Monte. According to data from Economics Research Associates, the Sears Shopping Center handles 27% of El Monte's retail sales, while the downtown supports only 8%. If the Central Area were completely viable, it should produce at least 25% of the total retail sales. From such figures it can be seen that downtown El Monte is losing its commercial impact. The economic and social support of the downtown has lost inertia, and the area is now falling into the role of a low rent, low volume, commercial area. Strong action will be necessary to reverse this trend.

The advantages which a shopping center has over a Central Business District are difficult to deal with. Downtowns were usually founded upon different marketing principles than those operating today, and downtowns are generally slow to respond to these new principles.

In competing with shopping centers, central areas find they cannot organize quickly enough due to several reasons:

1. Multiple ownership of property.
2. Small parcels of land.
3. Conflicts of interest in long-range objectives.
4. Poor zoning and municipal backing.
5. Old structures and services.

El Monte is suffering in various degrees from all of these factors. A listing of the normal advantages of downtowns would show that El Monte also lacks these assets to a considerable degree in relation to its competitiveness with the shopping centers. Some of these advantages are:

1. Better selection of merchandise.
2. More frequent sales.
3. More opportunity to meet friends.
4. Better access to public transportation.
5. Wider range of prices.
6. Social image and status (tradition).

If downtown El Monte is even to maintain its present role and function, significant changes will have to take place within the area.

Existing Land Use

The primary commercial area of the City Center is bounded by the Southern Pacific Railroad on the north, Ramona Boulevard on the south, Santa Anita Avenue on the west, and the intersection of Valley Boulevard and Ramona Boulevard on the east. The area south of Ramona Boulevard is presently of mixed residential usage, containing single-family homes as well as apartment complexes. To the east along Valley Boulevard is the Civic Center.

The existing commercial makeup of the Mall explains some of the basic problems that have led to the downtown's decline in retail importance. Low volume-low rent retail outlets such as furniture stores and automotive supply stores can be found at the west end of the Mall. In addition, a large percentage of the available floor area for offices and financial uses can be found at this end of the Mall. These types of commercial uses tend not to generate much commercial traffic, and consequently the Mall lacks pedestrian traffic to any great extent. The major commercial anchors to be found in the Mall are Penney's, Grant's, and Thrifty's, all of which are toward the eastern end of the area. The Mall concept aims at presenting a linear axis which has terminal points at both ends. In El Monte's situation only one end has a focal point; thereby the axis exists in plan only, and not in actual use.

El Monte's Mall is not a full pedestrian mall. This situation is detrimental to the Mall's potential effectiveness. The fact that the Mall has been addressed to a more pedestrian atmosphere has impaired the qualities which make it work as an auto-oriented shopping way. For example, the signs are covered by trees, increased pedestrian traffic slows auto movement, and the parking has been reduced to an ineffective amount. In some areas the parking is in the ratio of six auto spaces to 10-12 store fronts per block. In addition, the vehicular movement tends to hinder pedestrian circulation within the Mall area.

El Monte's partial mall is a compromise, and as such it fails to perform any of its objectives well. It provides an example of how difficult it is for a downtown area to organize for forward movement. The interplay of individual interest does not allow a comprehensive change; yet that is exactly what is necessary for the well being of the entire area.

Zoning ordinances, building codes, business permits and their enforcement by the City are sometimes seen as tools of expediency and are not dealt with in a coordinated manner. When residential uses are allowed to occupy prime commercial property, or when buildings and signs are not maintained at a proper and tasteful level, the Central Area begins to decline. Many of these conditions exist along the Mall and in adjoining areas. Many shopping centers, on the other hand, have strict land use policies which assure their success and continued viability. If such policies were applied to downtown areas, they too would be aided in maintaining their commercial status.

Although the Mall was an attempt to solve the problem, El Monte still does not have a clearly defined commercial center. The Mall is an inner space oriented image, and has very little relationship to the passerby. From the major vehicular thoroughfares in El Monte, the City Center area appears to be a random collection of buildings, all in various states of repair and disrepair. The overall land use pattern, as shown in Figure 35, lacks direction and clarity. For the survival of the area as a commercial center, it must be injected with stronger land use policies to help protect investment and commercial appeal. Future development must be

FIGURE 35

CITY CENTER AREA EXISTING LAND USE

- RESIDENTIAL
  - SINGLE FAMILY
  - MULTI-FAMILY
- COMMERCIAL
  - RETAIL
  - NON-RETAIL
- INDUSTRIAL
- PUBLIC-QUASI PUBLIC
- VACANT
- PARKING

EL MONTE GENERAL PLAN

GRUEN ASSOCIATES
ARCHITECTURE · PLANNING · ENGINEERING

0 100 200 300
SCALE IN FEET

NORTH

directed in a logical pattern and sequence; otherwise the area will proceed to decline in its position as a commercial area and begin to follow a trend toward warehousing and office uses. A trend toward such uses has already been set into motion in the area.

Existing Building Conditions

The building conditions in the City Center Area, as shown in Figure 36, are predominantly average to below average in nature. Large areas, especially south of the Pacific Electric right-of-way, are in a deteriorating state. In addition, there are a number of structures adjacent to the Mall area which also are below average in condition. Such a concentration of structures tends to downgrade the entire Central Area and, in turn, begins to affect the district's desirability as a shopping area. The building conditions in the City Center can be seen in Figure 36.

A number of areas within the City Center are prime sections for redevelopment, due to their existing conditions. The residential area south of Ramona Boulevard is proposed as a multi-family area in the General Plan. Much of the area is in a deteriorating state, and private redevelopment to higher density residential uses would help to change the image of this area, as well as strengthen the City Center Area's commercial sales. In addition to this area, a concerted effort of upgrading must be carried on in the commercial areas north of Ramona Boulevard. A number of structures, some in the Mall, are in below average condition, while the remaining structures are in average condition. The lack of economic viability of the area can be related to existing conditions, and the same is true of the relationships of conditions to economic vitality.

Physical Factors Affecting Planning

There are a number of existing elements which must be considered in formulating a conceptual plan for the area. These existing inputs are the problems which must be dealt with, as well as the potentials which should be maximized.

One of the major factors is a lack of adequate available parking in the area. Parking is one of the most important elements in a successful consumer enterprise. At the present time, because of the low volume of sales, it might not appear from day to day to be a problem. But the fact that there is a low volume indicates that there are problems, parking being an important one. Almost 100% more parking is needed of properly support the existing downtown commercial floor area.

A second factor which is a problem is the lack of a focal point at the west end of the Mall. Activity is focused at the eastern end, and the Mall does not function as it was planned to. There needs to be an anchor at the western end to close off the Mall and provide a catalyst, so that activity occurs at and between the end focal points.

The fact that the Mall is a combination pedestrian-vehicular mall also presents problems for both the vehicles and the pedestrians. Such a situation fosters vehicular congestion along the Mall, as well as at its intersections with Santa Anita Avenue and Ramona Boulevard. The free flow of pedestrian circulation across and through the Mall is also hindered by the fact that shoppers must cross a street instead of being completely separated from the vehicular circulation path.

The area to the south of the Mall, as was previously mentioned, is in a state of structural deterioration. This being the case, it presents an opportunity to channel new development into the area, and thus upgrade the whole City Center image. This will be a necessary element in any plan which deals with the City Center area.

The major potential which this area has is directly linked to the community's overall growth potential. By 1990, the planning area's commercial sector can expect to increase by some 815,000 square feet. The Central Area has the opportunity to capture a significant portion of this growth if it can be revitalized and upgraded in a comprehensive manner.

Figure 37 illustrates the major physical factors affecting planning in the City Center Area.

FIGURE 36

CITY CENTER AREA GENERALIZED BUILDING CONDITIONS

- ABOVE AVERAGE
- AVERAGE
- BELOW AVERAGE
- VACANT

EL MONTE GENERAL PLAN

GRUEN ASSOCIATES

ARCHITECTURE · PLANNING · ENGINEERING

0 100 200 300

SCALE IN FEET

NORTH

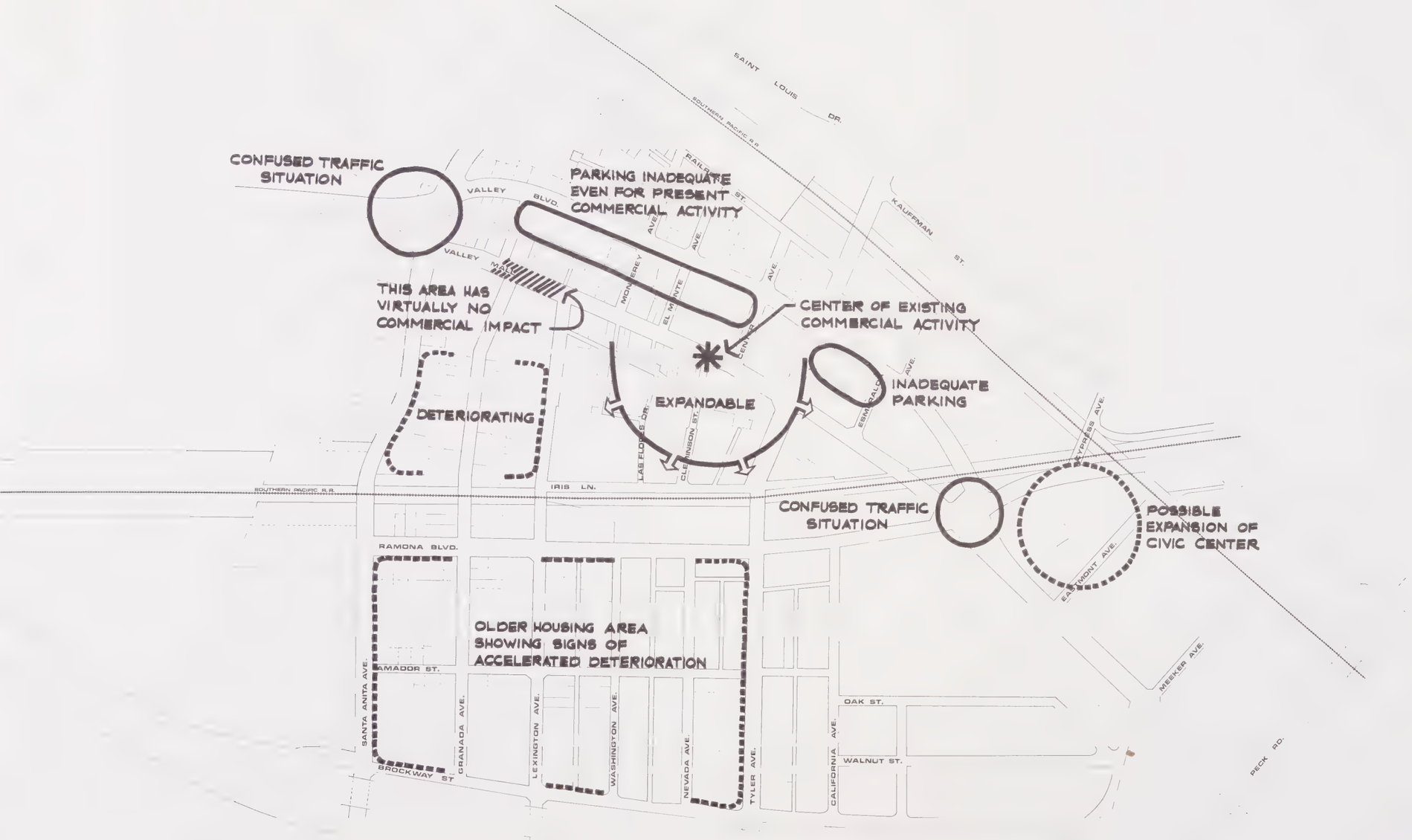


FIGURE 37

CITY CENTER AREA PHYSICAL FACTORS AFFECTING PLANNING

EL MONTE GENERAL PLAN

GRUEN ASSOCIATES
ARCHITECTURE PLANNING ENGINEERING

0 100 200 300
SCALE IN FEET

NORTH

Conceptual Development Plans

El Monte's City Center Area has before it several alternative courses of action, all of them being plans for change. The downtown has lost its vitality; therefore, in order to regain some of the lost ground, it must realign its appeal. Many of the features that distinguish a downtown area no longer exist in El Monte. The reviving and strengthening of special attractions, as well as developing a new downtown image, are major concerns for this area.

The economic projections for El Monte show that there will be an approximate 50% increase in the population. This growth will, in turn, be able to support an additional 815,000 square feet of gross floor area in the commercial sector by 1990. What portion of this projected growth will take place in the City Center Area depends greatly on the entrepreneurial abilities and planning of those parties who will be in direct competition with shopping centers for this commercial growth.

The City Center Area can follow one of four possible development concepts in the future:

1. Maintain its present course of action.
2. Begin a holding action to maintain present levels of retail sales.
3. Use the proposed bus rapid transit terminal as a stimulus for new development.
4. Use the proposed rail rapid transit terminal as a stimulus for new development.

The first concept, that of maintaining the present course of action, is not a recommendation of this plan. The consequences of such action have been stated previously, but it must be made clear that if no major realignment in downtown policy takes place, it is unlikely that the City Center will continue to hold 8% of the retail market by 1990.

Concept A -- Holding Action

The minimum action that needs to be taken in order to maintain an 8% portion of the retail sales is considered to be a holding action. Even within this concept considerable change will have to take place. The major components within this concept will be the revival of the west end of the Mall, expanding parking facilities to accommodate existing commercial uses, and an upgrading of the poor traffic conditions which exist within the City Center.

The revival of the west end of the Mall can be accomplished via two major steps:

1. Closing the Mall to through vehicular traffic.

2. The establishment of a major department store at that end of the Mall.

Closing the Mall provides the opportunity to develop a full pedestrian environment in place of the vehicular-pedestrian mixture that exists today. This proposal would also help relieve the congestion created at Santa Anita Avenue and Ramona Boulevard, since at the present time the Mall intersects these two streets.

A major new department store would provide the needed impact to draw people back to the Mall area. This new facility would act as the second focal point on the Mall, the first being the concentration of Penney's, Thrifty's and Grant's at the east end. With the development of such a store on the west end, the Mall concept could be completed. The major retail facility would most likely be on the order of a Montgomery Ward, a White Front, or another similar type of establishment. The provision of a considerable amount of new parking facilities would be necessary for such a development. This increase would also be beneficial to the established commercial uses in the City Center.

In addition to these improvements, other changes should also be made. The relocation and greater concentration of commercial office space and financial services is recommended. Presently

the area located in the triangle formed by Valley Boulevard, Ramona Boulevard and Tyler Avenue has the nucleus for becoming a future financial center. If all such uses could be taken off the Mall and located in this area, it would provide a strong and clear-cut image for this function and for the area.

The City Center Area presently contains approximately 300,000 square feet of commercial space. This is equivalent to a small regional shopping center. The basic element of this concept is the establishment of the Central Area as a place with a spatial identity, and with the capability of offering the necessary environment in which the established commercial uses can function in a more efficient manner.

Figure 38 illustrates this development plan.

Concept B -- Bus Transit

The Southern California Rapid Transit District's proposal to establish express bus transit in the Los Angeles area could provide El Monte with a stimulus for added development. The proposal calls for El Monte to be the eastern terminus of such a system in its first phase.

This conceptual plan calls for the location of the terminal south of the Central Area along the old Pacific Electric right-of-way. Busses would utilize this right-of-way to enter the downtown area from the median strip of the San Bernardino Freeway. Locating the station in this area would help it act as a feeder to the downtown retail area. Parking for this facility would be placed to the south of the terminal. Kiss-and-ride parking would be located to the north and would share the same area with the shopping complex. All parking in this concept would be at grade.

With the improvement of rapid transit service, the City Center Area can expect to capture 25% of the expected retail sales growth or an additional 200,000 square feet. This would bring the total in the area to approximately 500,000 square feet, which is equivalent to an average regional shopping center.

The Mall area would be encouraged to begin a program of upgrading as well as alteration. Stores along the north side of the Mall would be encouraged to extend out into the Mall and give up space to the rear to provide added parking. It would also help scale the Mall down in width somewhat.

The additional office area that would be attracted by the bus rapid transit should be accommodated in the same area as in Concept A. The other improvements in Concept A, the closing of the Mall to vehicular traffic and the addition of a major department store, would also hold true in this concept as well. The orientation of the Mall should begin to be toward the south with the addition of the new terminal. Figure 39 shows the elements of this conceptual plan.

The new transit terminal can be, and should be used by the Central Area as a means of encouraging new vitality and growth in the downtown. In addition to the commercial development that can be expected, these conceptual plans also deal with the remaining areas of the City Center. To the south of the terminal, on either side of the parking areas, multi-family residential development is proposed. A new elementary school is proposed, as well as the retention of the existing junior high school. It is also proposed that expansion of the Civic Center be focused toward the Mall. A Civic Center Complex in this area will also help put forth the image of the City Center as the community's main activity area. The expansion of Pioneer Park is also proposed, so that it includes the whole block on which it is presently located.

Concept C -- Rail Transit

The second phase in the development of the area's transit system is the development of a complete rail system. Initially, it would also have its terminus in El Monte. The location of the terminal would be on the same site as the proposed bus terminal in the previous concept. By establishing the bus terminal in the area south of the City Center, it would prove an easy transition to the rail terminal at a later date.

FIGURE 38
CITY CENTER AREA CONCEPT A

- COMMERCIAL
  - MAJOR RETAIL FACILITY
  - GENERAL COMMERCIAL
- PUBLIC
- OFFICES
- PARKING
- RESIDENTIAL
  - MEDIUM DENSITY
  - HIGH DENSITY
  - BUFFER ZONE

EL MONTE GENERAL PLAN

GRUEN ASSOCIATES
ARCHITECTURE · PLANNING · ENGINEERING

0 100 200 300
SCALE IN FEET

NORTH

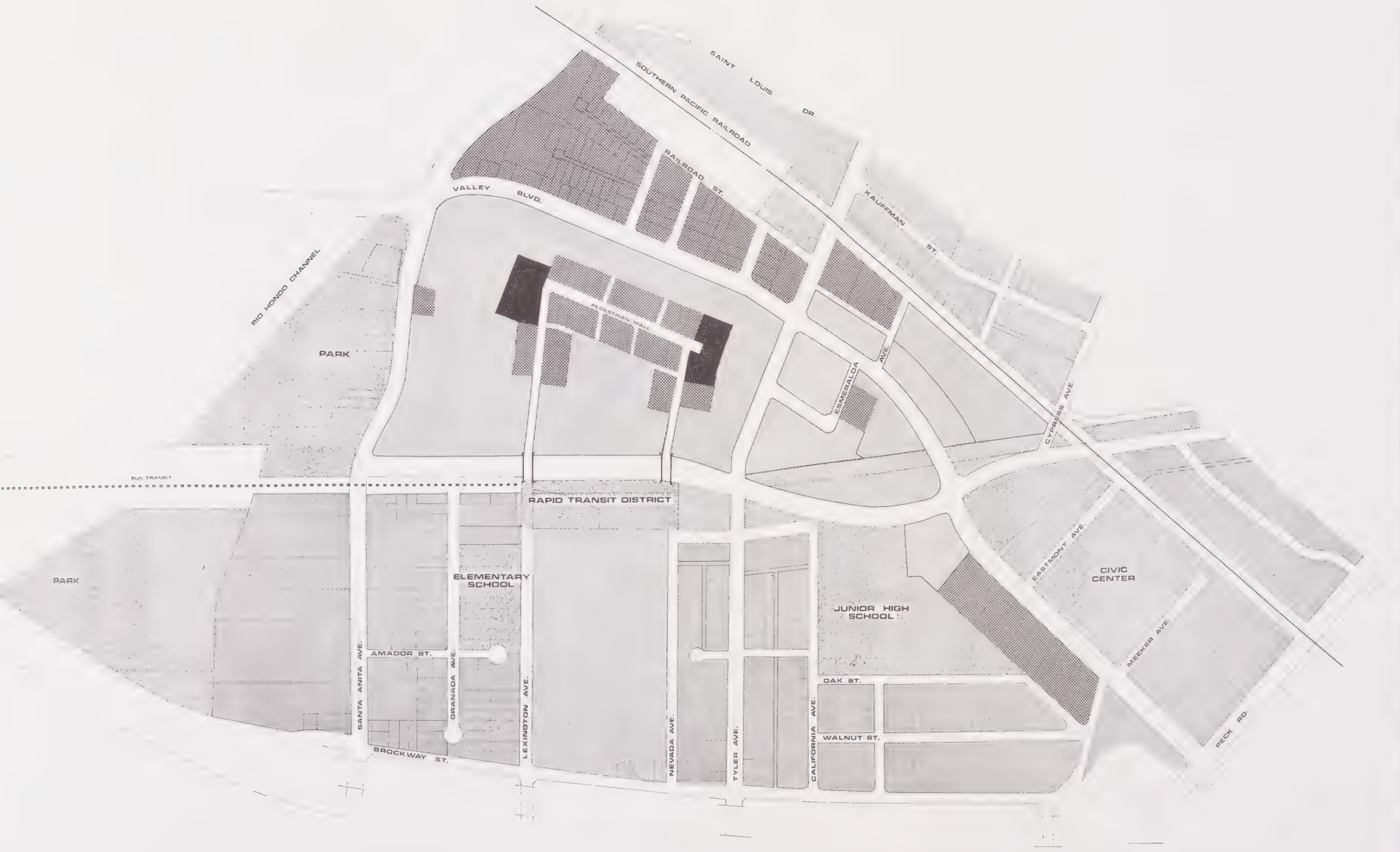


FIGURE 39
CITY CENTER AREA CONCEPT B

- COMMERCIAL
  - MAJOR RETAIL FACILITY
  - GENERAL COMMERCIAL
- PUBLIC
- OFFICES
- PARKING
- RESIDENTIAL
  - MEDIUM DENSITY
  - HIGH DENSITY
- BUFFER ZONE

EL MONTE GENERAL PLAN

GRUEN ASSOCIATES
ARCHITECTURE PLANNING ENGINEERING

0 100 200 300
SCALE IN FEET

NORTH

It is projected that, if such a system is developed in the City Center, it could foster the growth of the area's commercial sector. The downtown would be expected to attract 40% of the retail sales growth, or an additional 350,000 square feet. This would increase the area's total gross floor area to 650,000 square feet.

Commercial office space could also be expected to increase in response to this terminal location. Approximately 194,000 square feet, or 60% of El Monte's office growth, could be expected to locate in this revived Central Area. This office expansion could take place to the northeast of Valley Boulevard between Ramona Boulevard and Tyler Avenue and south along Valley Boulevard.

The additional parking required for the expanded square footages would be accommodated by constructing parking structures to the south and north of the transit terminal. The structure to the north of the terminal would serve both the terminal and the shopping district. Parking structures will be economically within this concept if it follows through as an evolution from Concept B due to the appreciation of land values during the bus transit phase. Parking structures would also permit less property to be taken away from the tax rolls.

This concept is essentially a logical expansion of the earlier concepts. This expansion would be made possible in part by the presence of the rail transit, but this would not be an automatic change. The force behind the change must still come from community efforts to revitalize the area. This plan proposes a further expansion of the Mall system toward the rail terminal. The interjection of transit in the City Center will transform much of the shopping orientation from the auto to the pedestrian. Recognizing this, pedestrian pathways which interconnect with the Mall system are provided to the rail terminal. It is an essential element of the plan that the rail facility be fully integrated into the activity of the City Center Area. The area to the south of the commercial center is recommended as a multi-family residential area, while to the north more commercial uses are proposed. The expansion of the public facilities in the area also follows the proposals outlined in Concept B.

Figure 40 illustrates the ultimate development concept for the Central Area.

Summary of Development Concepts

These development concepts were organized to indicate what the results of the respective courses of action could be in 1990. In each case the development is considered the minimum necessary to achieve the desired results. The concepts presented are sequential in terms of the basic direction they follow.

For example, if the bus terminal could be implemented today, the plan reflects the results of this by 1990. If it were implemented 10 years from now, and it followed naturally from Concept A, the end result in 1990 might be less than what is expressed in Concept B. In other words, each plan is the result of efforts directed toward the ultimate goals in each concept.

The transition between Concepts B and C would be less difficult if approached as proposed in this section. That is, if the bus transit (Concept B) is seen as an interim use and as a part of a larger, ultimate concept (Concept C), then it would be best to locate the terminal in the same location, and address the major traffic conflicts in the same aforesighted manner that would be needed if the rail service were to be installed. To accommodate such a transition, the recommendation is to relocate the bus terminal from the location proposed by the Rapid Transit District west of Santa Anita Avenue to the location south of the Central Area and east of Santa Anita Avenue.

The conceptual plans presented are only illustrations of overall development concepts, and, as such, are generalized. The intent of such concepts is to show alternative courses of future development, not the actual building-by-building or lot-by-lot development. These plans should be considered as general development concepts which are responses to existing conditions, projected city growth, and the community's development objectives.

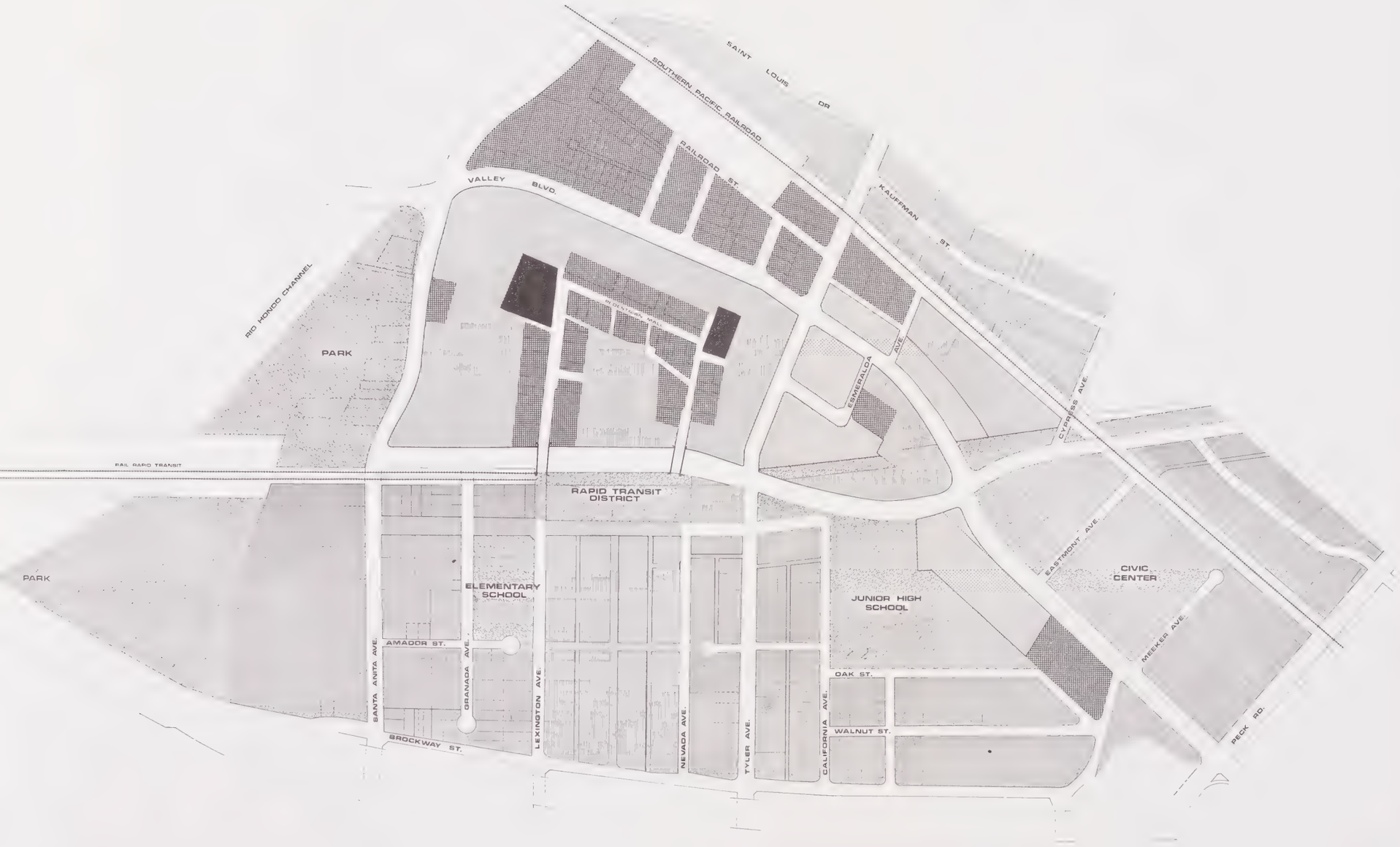


FIGURE 40
CITY CENTER AREA CONCEPT C

COMMERCIAL
- MAJOR RETAIL FACILITY
- GENERAL COMMERCIAL

PUBLIC

OFFICES

PARKING

RESIDENTIAL
- MEDIUM DENSITY
- HIGH DENSITY
- BUFFER ZONE

EL MONTE GENERAL PLAN

GRUEN ASSOCIATES
ARCHITECTURE · PLANNING · ENGINEERING

0 100 200 300
SCALE IN FEET

NORTH

CHAPTER VI

EL MONTE IMPLEMENTATION PROGRAM

Chapter IV outlined detailed recommendations for future land uses, circulation, and major community facilities in El Monte, together with a development concept for the Central Business District. In this, the final section of the El Monte General Plan, detailed implementation plans are outlined, designed to help translate the General Plan recommendations into an action program, as well as to establish priorities and coordination procedures for changes and improvements which will be required over the next two decades.

Recommendations are made in four areas:

1. Zoning
2. Subdivision
3. Community Design
4. Community Upgrading

The intent of each recommendation which follows is to assist the City of El Monte in implementing the General Plan over the next two decades. More specifically, the intent of the implementation section is fivefold:

1. To translate the goals and objectives set forth in the General Plan into an action program.

2. To guide in day-to-day public and private decision making.

3. To establish priorities for municipal needs and to allocate resources on the basis of these priorities.

4. To assist in coordination procedures between the various municipal departments as well as the other units of government concerned with the future development of El Monte.

5. To plan for the necessary changes and improvements normally associated with a growing community.

Carrying Out the Plan

State of California planning enabling legislation clearly spells out the contents of the General Plan. However, implementation procedures and techniques are far less precisely and carefully defined. There is, for example, no clear provision for mandatory implementation of the plan by making implementation tools consistent with the General Plan. As a result, the elements of the implementation program do not have the force or strength to implement the General Plan automatically.

For this reason, whether the General Plan will be implemented, and the degree of implementation achieved, rests entirely with the commitment of both the public and private sectors of the community to the General Plan and its recommendations. In some communities, the General Plan has scarcely been acted upon; in others, it has played a strong hand in guiding community development.

To ensure that El Monte's General Plan will be a valuable guide to public and private decision making, three policies are recommended:

1. There should be a consistent policy of referring to the plan prior to major decision making.

2. Periodic review and, when appropriate, updating of the plan should be mandatory.

3. The role of zoning and subdivision should be kept in perspective to the General Plan and the recommendations contained therein.

A lack of guidance and discipline often results in zoning and subdivision decisions which have no relationship to the General Plan. All decisions with respect to the application of El Monte's Zoning and Subdivision Ordinances should be evaluated only after reference to the General Plan to determine that a specific

proposal meets the intent of the General Plan. The intent of the General Plan is thus to provide broad guidelines, within which rational answers can be made to matters of zoning and subdivision.

Not all circumstances can be anticipated by the General Plan in its initial state. The plan, and those who implement it, should be flexible enough to accommodate new concepts and adapt to changing circumstances. The General Plan should be reviewed carefully at least every two years, and updated and revised as necessary. Rapid changes in our economy, technology, and in living, working, and shopping habits make it advisable to examine the plan carefully to make certain it fully reflects these changing conditions at all times.

Zoning and subdivision should not be thought of as ends in themselves, but rather as means of achieving a desired end result -- the implementation of El Monte's General Plan. Zoning and subdivision must be viewed in that perspective. The plan provides the broad framework -- the goals and the ideas. Zoning and subdivision represent two of the most important means for realizing these objectives.

ZONING

Introduction

Zoning is a term applied to locally adopted regulations that prescribe the manner in which all privately owned land may be used within the jurisdictional limits of the governing body. These regulations are embodied in a zoning ordinance which consists of two inseparable parts: the text, which describes and sets forth the specific requirements for each of the zones or districts, and the map, which graphically locates the precise district boundaries.

The concept of zoning as a land use control device was first conceived as a protective measure in an attempt to reduce the harmful effects of incompatible land use relationships, such as industry located in a residential neighborhood. Current practice has evolved toward the use of zoning as a directive device by which the municipality can define the location and some of the physical characteristics of new growth. Logically, the General Plan should supply the economic and physical reasons for the types and amounts of growth. Although zoning is the legal procedure which should be used as a staging device for implementing a general plan, it has not generally been used in that manner. Most state enabling statutes do not require that a zoning ordinance reflect the intent of a general plan. This is the explanation for the fact that nearly all incorporated areas have some type of strict zoning control over land use without the benefit of a valid master plan to provide the direction which would give growth decisions a more rational basis.

The interrelationship between the General Plan and zoning must be clearly understood. The Comprehensive Plan sets forth recommendations for broad, long-range development and redevelopment of the City. In contrast, the Zoning Ordinance is basically a regulatory device which prescribes the manner in which all privately owned land within the jurisdiction of the City may be developed.

Cities are beginning to use zoning more effectively to define the location and, to a certain extent, the physical and aesthetic characteristics of new development. Unfortunately, zoning has not always been used as well as it might. Many cities have misinterpreted day-to-day zoning pressures to mean long-range development possibilities. As a result, areas in many communities are zoned far beyond their economic or physical development possibilities within any reasonable period. That is, in attempting to anticipate long-range growth in the precise terms of zoning ordinances, cities too often subject large areas to certain types of zoning for which future economic demand cannot be defined. Consequently, when market demand does reach a stage of definition where it can be adequately programmed, it does not agree with the type of development anticipated by prematurely applied zoning. Another common mistake is that cities zone areas in hopes that the zoning itself will attract development. This has rarely been the case, and in most instances, does nothing more than assemble a vast inventory of inappropriately zoned land.

For these reasons, many states now require that zoning ordinances reflect the intent of a general plan. Although California State enabling legislation does not make such a stipulation, it is strongly recommended that El Monte's zoning pattern correspond to the land use pattern of the General Plan. It is further recommended that zoning changes be phased over a period of years, both to encourage orderly growth and to relate zoning to the realistic absorption rate of different types of land use that will be needed now and in the future.

Traditionally, zoning has been an awkward and cumbersome procedure to administer. There have been some attempts to revise the structure of zoning and other efforts to develop substitutes which would have the same effectiveness. However, there has not been a suitable replacement developed, and this report assumes that zoning will continue to be the most effective tool which the City of El Monte has to implement its General Plan.

Recommended Zoning Ordinance Changes

El Monte's Zoning Ordinance is fairly recent, and, more important, has been constantly revised and updated to keep it in step with changing times, changing needs and changing circumstances. As a result, the ordinance is basically a sound one, and a major restructuring is not called for at this time. In the pages that follow, a number of relatively minor changes are recommended, both to make the Zoning Ordinance more responsive to community needs, as well as to assist in the implementation of the General Plan.

As discussed in the previous chapter, the future residential land uses shown in the General Plan represent an averaging of densities in any particular area, so that the future land use, circulation, and community facility needs of El Monte can systematically be correlated with one another to provide a truly comprehensive plan. Because of this factor, it would be a mistake to assume, for example, that an area shown in the plan as suitable for homes at an average of 25 dwellings per acre should thus "automatically" be rezoned over time only for R-4 purposes. However, since the R-4 Zone, again as an example, does permit the construction of R-1, R-2 and R-3 uses as well as R-4 uses, there is indeed strong validity in establishing a working relationship between zoning categories and future land uses to better understand the kinds of zoning decisions which should be made in the future.

Table 11 indicates the recommended relationship between the major land use categories incorporated in the General Plan and El Monte's existing Zoning Ordinance, while Figure 41 depicts the recommended zoning pattern for 1990. Thus, for example, uses permitted in the R-1A, R-1B and R-1C Zones would be appropriate in areas designated for an average of five dwelling units per acre in the General Plan.

The recommended changes or additions to El Monte's Zoning Ordinance follow, along with a brief description of the intent of the major zoning categories.

TABLE 11

Relationship of Land Use Categories to Zoning Categories

THE GENERAL PLAN - 1990	THE ZONING ORDINANCE
5 dwellings/acre	R-1A, R-1B, R-1C Zones
8 dwellings/acre	R-2 Zone
15 dwellings/acre	R-3 Zone
25 dwellings/acre	R-4 Zone
City Center Commercial	C-O, C-2, C-3 Zones
Highway Commercial	C-4 Zone
Neighborhood Commercial	C-1 Zone
Office-Warehouse	M-1 Zone
Light Industry	M-2 Zone
Heavy Industry	M-3 Zone

R-1A and R-1B Zones

Intent: The purpose of these three zoning classifications is to provide for single-family detached dwelling units on lots not less than 5,000 square feet in size. Present standards call for a minimum height of 2-1/2 stories or 35 feet, front yard setbacks no less than 20 feet, side yard setbacks no less than 5 feet, and rear yard setbacks no less than 10 feet.

It is recommended that these two zones, R-1A and R-1B, be combined to form a single R-1 Zone classification, since the distinction between these two zones is minimal. At an earlier time, when agricultural uses were more common and the construction of accessory buildings also commonplace, the distinction was a valid one. In the highly urbanized El Monte of today, this distinction does not appear to be warranted, and a combination of these two zones is recommended.

It is also recommended that provisions for a sign of up to nine square feet in size, as provided in Section 9241.1.5, be deleted, since signs of this relatively large size should not normally be permitted in quality residential areas, except under unusual circumstances.

In the interest of public health and public safety, it is recommended that the minimum rear yard, as required in Section 9241.2.5, be increased from a minimum of 10 feet to a minimum of 20 feet.

Finally, it is recommended that provisions for minimum ground floor area of a dwelling unit, under Section 9241.2.8, of 750 square feet, be deleted, since it does not deal with the regulation of land uses. Instead, such provisions are normally better handled by either the Building Code or Housing Code.

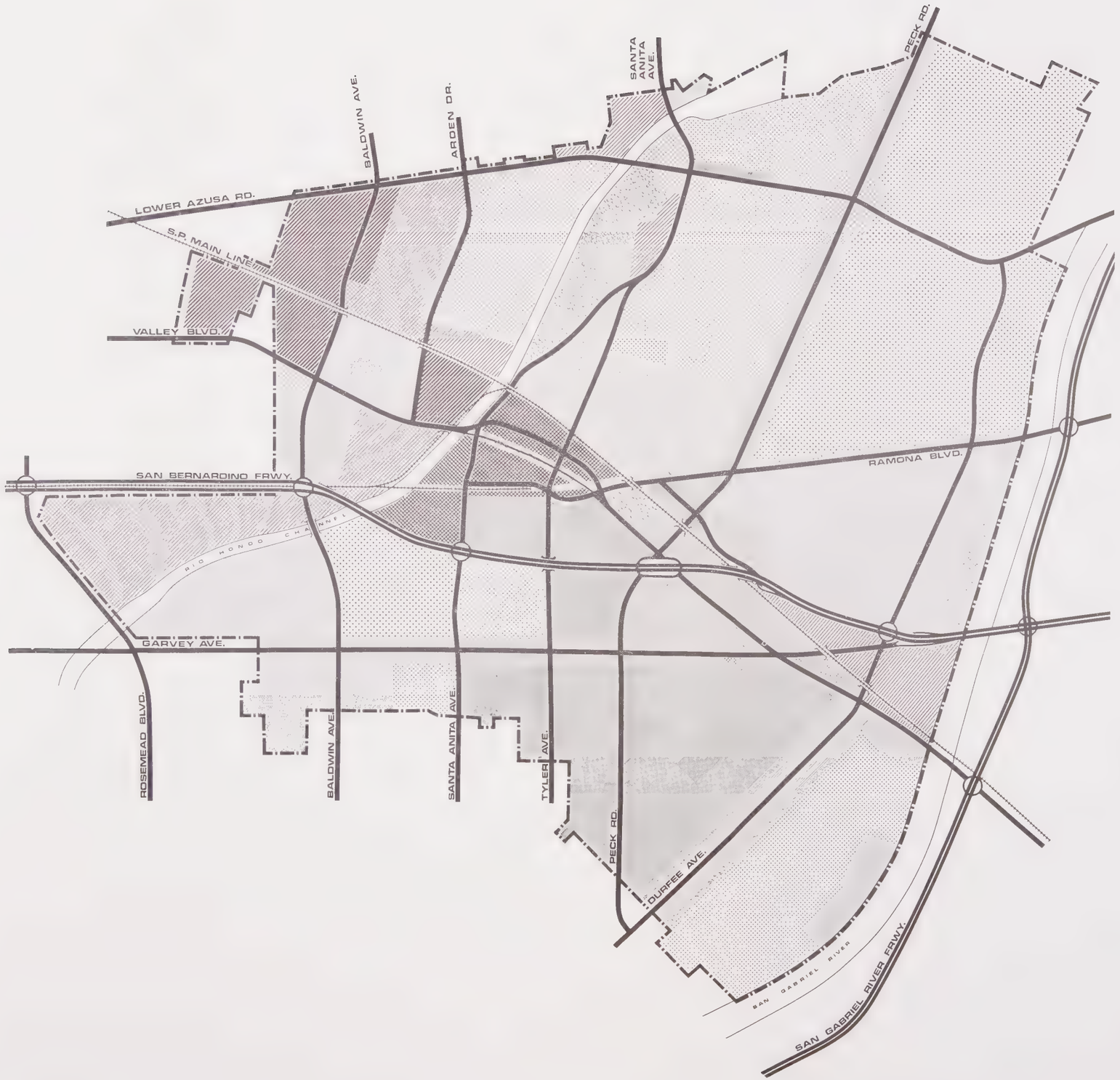


FIGURE 41
PROPOSED ZONING MAP

RESIDENTIAL ZONE
- R-1A, R-1B, R-1C
- R-2
- R-3
- R-4

COMMERCIAL ZONE
- C-0, C-2, C-3
- C-4
- C-1

INDUSTRIAL ZONE
- M-1
- M-2
- M-3

EL MONTE GENERAL PLAN

GRUEN ASSOCIATES
ARCHITECTURE · PLANNING · ENGINEERING

0 600 1200 1800
SCALE IN FEET

NORTH

R-1C Zone

Intent: The intent of this zone is to provide for relatively large lot single-family detached homes. Present provisions call for a minimum lot size of 10,000 square feet, building height limitation of 2-1/2 stories or 35 feet, front yard setback of 20 feet, side yard setback of 5 feet, and rear yard setback of 35 feet.

Only one change is recommended in this zone classification -- deletion of requirements for a minimum ground floor area of 750 square feet, under Section 9243.2.8. As discussed above, provisions for such regulations are more appropriately handled by either Building or Housing Codes rather than the Zoning Ordinance.

R-2 Zone

Intent: The purpose of this zone should be to provide both for higher density single-family dwelling units, as well as duplexes or two-family dwellings. Present provisions call for a minimum lot area of 5,000 square feet, 2,500 square feet of property per dwelling unit, maximum height limitation of 2-1/2 stories or 35 feet, front yard setback of 20 feet, side yard setback of 5 feet, and rear yard setback of 10 feet.

Three changes are recommended for this zone, designed to bring it closer to the intent of the General Plan. These changes concern side yard setbacks, rear yard setbacks, and lot area.

As a means of encouraging town houses and patio houses, which are not currently permissable under provisions of the R-2 Zone, it is recommended that the present side yard requirements of 5 feet be waived. However, should a developer seek to waive the side yard requirement in order to build attached single-family housing, site plan review before the Planning Commission should be mandatory. If conventional single-family housing is to be built, then the provisions for a 5-foot side yard should be maintained.

Second, in the interest of public health and public safety, it is suggested that the minimum rear yard requirement be increased from 10 to 20 feet.

Finally, it is recommended that the minimum lot area per dwelling unit be increased considerably from the present figure of 2,500 square feet. Under present provisions, the R-2 Zone permits a density of approximately 17 dwelling units per acre, considerably more than the average of 8 dwelling units per acre called for in the General Plan. It is suggested that the lot area per dwelling be increased from its present figure of 2,500 square feet of lot area per dwelling unit to 4,000 square feet of lot area per dwelling unit, permitting an average density of approximately 11 dwellings per acre. It is hoped that this increase will act as a spur to the assembly of more than one lot into more sizeable units for private redevelopment over the next two decades.

R-3 Zone

Intent: The purpose of this zone should be to provide for medium density residential development, taking the form of very low density apartment development, possibly combined with attached single-family dwellings. Present provisions call for a minimum of 1,200 square feet of lot area per dwelling unit, building height limit of 2-1/2 stories or 35 feet, minimum front yard setback of 15 feet, side yard setback of 5 feet, and rear yard setback of 10 feet.

As is the case with the R-2 Zone, three changes are proposed -- in side yard requirements, rear yard requirements, and minimum lot area per dwelling unit.

Once again, to encourage the development of forms of attached housing, now unavailable in El Monte, it is recommended that side yard requirements be waived in response to specific request for attached housing development. However, site plan review by the Planning Commission should be mandatory.

Likewise, it is recommended that the minimum rear yard setback be increased from 10 to 20 feet.

Finally, it is recommended that the minimum lot area per dwelling unit be increased from 1,200 square feet to 2,000 square feet. Present provisions permit a density of up to 35 dwelling units per acre, far in excess of the General Plan recommendations. A minimum lot area of 2,000 square feet per dwelling unit will permit a density of approximately 22 dwelling units per acre.

R-4 Zone

Intent: The purpose of this zone should be to provide for higher density residential development, primarily in the form of apartment development. Present standards call for a minimum of 800 square feet of lot area per dwelling, maximum height limitation of 4 stories or 50 feet, minimum front yard setback of 10 feet, side yard setback of 5 feet, and rear yard setback of 10 feet.

Several changes are recommended for this zone, primarily with the intent of increasing flexibility in apartment design and development in El Monte.

First, it is recommended that the present height limitation of 4 stories or 50 feet be deleted. While it is unlikely that there will be a great deal of residential development over the next two decades which will exceed four stories, maximum flexibility should be given to the residential developer. For this reason, it is recommended that there be no height limitation in the R-4 Zone.

Second, it is recommended that all requirements for minimum front yard, side yard, and rear yard setbacks be deleted. Instead, it is recommended that no building in an R-4 Zone be permitted to occupy more than 50 percent of the total net site, including any accessory buildings.

Finally, it is recommended that the minimum distance between buildings, whether on the same lot or on adjacent lots, be increased from 10 to 20 feet.

C-O Zone

Intent: The purpose of this zone classification should be to provide for high quality offices and professional uses, compatible with either residential or retail commercial uses.

Uses permitted under provisions of the C-O Zone should permit development in higher density residential areas or, preferably, in the Central Business District. One of the major recommendations made in the General Plan calls for a revitalization and expansion of City Center uses. The location of business and professional offices in the City Center should therefore be encouraged, and provisions of the C-O Zone represent one of the best means of diversifying and revitalizing this area.

For this reason, it is recommended that C-O uses be permitted only in the Central Business District, except under special circumstances.

In view of this recommendation, several changes are proposed in the present provisions of the C-O Zone, including uses permitted, building height, building setbacks, and minimum lot area.

It is recommended that Section 9251.1.1, which permits any use permitted in the R-4 Zone, be deleted, since residential uses are not generally compatible with City Center commercial uses.

Second, it is recommended that building height restrictions, covered in Section 9246.2.1, be deleted to allow maximum flexibility should there be a desire to construct buildings taller than now permitted.

Third, it is recommended that all provisions for front yard, side yard and rear yard setbacks be deleted. In their place it is proposed that no building shall occupy an area greater than 50 percent of the total net site. Once again, this recommendation is made to encourage flexibility in new development.

Finally, it is recommended that provisions for minimum distance between buildings be deleted, since in the City Center Area a tightly knit and compact environment is warranted.

C-1 Zone

Intent: The purpose of this zone should be to provide for limited neighborhood commercial facilities, limited to normal day-to-day convenience shopping needs. Because such uses may be located in or near areas developed for residential purposes, provisions should be made to ensure that commercial development will be compatible with adjacent residential uses.

It is recommended that uses permitted in the C-O Zone not be permitted in the C-1 Zone, to encourage the revitalization and expansion of the central area by locating all business and professional uses in that area.

In addition to those requirements presently in effect, two additional ones are proposed:

1. Five percent of the total net site should be devoted exclusively to landscaping, the precise location of which should be mutually determined by the developer and the City of El Monte.

2. When any commercial use abuts a parcel devoted to residential uses, a six-foot concrete or masonry wall should be provided by the commercial developer on the abutting property line.

C-2 Zone

Intent: The intent of this zone classification should be to provide for City Center commercial uses.

Several changes are proposed in this zone, designed both to increase the compactness of the area and to increase flexibility in an attempt to encourage new development in this area.

First, it is recommended that the present maximum building height of 4 stories or 50 feet be deleted, in the belief that a height limitation is neither valid nor necessary in the Central Business District.

Second, no residential uses should be permitted in a C-2 Zone. It is recommended that only C-O, C-2 and C-3 uses be permitted in this zone. Deleting reference to residential uses in the C-2 Zone will, in effect, delete references to building setback requirements, area requirements, and minimum distance between buildings, none of which are necessary for commercial uses in the City Center.

Finally, it is recommended that provisions be added to the C-2 Zone, specifying that total buildings, including accessory buildings, shall total no more than 60 percent of the total net area.

C-3 Zone

Intent: Same as C-2 Zone.

It is recommended that the C-3 Zone be combined with the C-2 Zone. All changes proposed in the C-2 Zone would thus be applicable to uses presently regulated by the C-3 Zone.

C-4 Zone

Intent: The intent of this zone classification is to provide for quality automobile-oriented commercial facilities. This zone is intended to serve such uses as gasoline stations, auto sales and service facilities, travel trailers and mobile homes, etc., together with heavy commercial and commercial service facilities.

It is recommended that residential uses be prohibited from locating in areas designated for C-4 commercial uses. Instead, only C-1, C-2, C-3 and C-4 uses should be permitted.

Several additional requirements are proposed for this zone, both to encourage high quality development and to ensure that C-4 uses will not have a detrimental effect on adjacent residential or commercial areas. These recommended additions include:

1. Building Height: No building or accessory use should exceed 3 stories or 45 feet in height.

2. Site Coverage: No building, including accessory buildings, shall cover more than 60 percent of the total net site, the exact placement of which shall be mutually determined by the developer and the City Planning Commission.

3. Landscaping: A minimum of 5 percent of the total net site shall be devoted exclusively to landscaping and planting. When parking of any type abuts a public street or right-of-way a 5-foot-wide planting strip shall be provided to buffer the public right-of-way from adjacent parking areas.

4. Walls: When any C-4 use abuts any residential use, or any C-1, C-2 or C-3 use, a six-foot-high solid concrete or masonry wall shall be provided to buffer the C-4 use from adjacent residential or commercial areas. This wall shall be provided by the C-4 developer.

M-1 Zone

Intent: The intent of this zone classification should be to provide for office-warehouse, commercial service, and other types of very light industrial use which are clearly compatible to other kinds of commercial or residential uses, and which produce little if any noise, odor, smoke, fumes or excessive traffic congestion.

No residential use of any type should be permitted in a zone designated for M-1 use. Instead, only C-4, M-1 and M-2 uses should be permitted in an M-1 Zone. This is recommended not only to provide residential and commercial uses from the intrusion of industrial uses, but, equally important, to provide industry with the protection and isolation from residential areas which it needs.

In addition to those requirements presently called for in the M-1 Zone, several additions are recommended. These include:

1. Site Coverage: No building, including accessory buildings, shall in total occupy more than 70 percent of the total net site.

2. Landscaping: A minimum of 5 percent of the total net site shall be devoted exclusively to landscaping and planting. When parking of any type abuts a public street or right-of-way, a five-foot-wide planting strip shall be provided by the developer to buffer the public right-of-way from adjacent parking areas.

3. Walls: When any M-1 use abuts any residential or any C-1, C-2 or C-3 use, a six-foot-high solid concrete or masonry wall shall be provided on the abutting property line by the M-1 developer to buffer the M-1 Zone from adjacent residential or commercial uses.

4. Storage: Any outdoor storage, trash or work area shall be screened from public view by means of walls, landscaping, or a combination of the two.

M-2 Zone

Intent: The intent of this zone is to provide for light industrial uses which produce only limited amounts of noise, odors, fumes, traffic or other unpleasant characteristics.

The additions proposed in the M-1 Zone are also proposed for addition in the M-2 Zone.

M-3 Zone

Intent: The purpose of this zone is to provide for heavy manufacturing or industrial uses which do produce certain noises, odors, fumes or traffic.

Because of the heavy nature of uses permitted in this zone, it is essential that no residential or commercial uses of any type be permitted. Only M-1, M-2 or M-3 uses should be permitted, with no exceptions. The same additional requirements proposed for the M-1 and M-2 Zones are also proposed in the M-3 Zone.

P-Zone

Intent: The intent of this zone is to provide for special automobile parking uses.

It is recommended that any area, intended either for the temporary or permanent parking of more than 20 vehicles (trucks, cars, trailers, mobile homes, etc.) or exceeding 7,500 square feet in total net site shall be landscaped. In this case, no less than 5 percent of the total net site shall be devoted exclusively to landscaping and tree planting. Where any P-Zone abuts a public street or other public right-of-way, a 5-foot-wide planting strip shall be required along the property line which abuts a public right-of-way.

H-Zone -- Airport Approach Height Zone

No changes are recommended.

F-Zone -- Recreation Zone

No changes are recommended.

Automobile Parking Requirements

The present provisions for parking requirements are both comprehensive and sufficient, without being overly restrictive. No changes are recommended to this section of the El Monte Zoning Ordinance.

THE SUBDIVISION ORDINANCE

El Monte's Subdivision Ordinance, Chapter I of Article IX of the El Monte Municipal Code, fundamentally is a very sound document. As a result, very few changes and modifications are recommended. Those changes which are recommended are designed to provide for additional open space, assist in urban beautification, and encourage use of the Planned Redidential Unit Development. Each will assist considerably in implementing the General Plan recommendations.

The following changes or modifications are recommended:

1. Dedication of Open Space

   The Quimby Act passed several years ago by the State of California permits cities to require the dedication in fee title of land for public open space in conjunction with new residential development. The feeling behind this legislation was that residential developers should assist the City in providing some of the community facilities which are needed in a growing community.

   It is suggested that all residential developers dedicate to the City 2-1/2 acres of permanent open space per 1,000 population. Thus, for each 300 to 350 dwelling units constructed the residential developer would be asked to donate 2-1/2 acres of land, the precise location for which should be decided jointly by the City Planning Commission and the developer. In the event that suitable land is not available or the subdivision is of insufficient size for the establishment of permanent open space in conjunction with new development, it is recommended that "in lieu" cash contributions should be made by the developer to the City to permit the acquisition of park and recreational facilities by the City. It is suggested that the developer of each residential unit, whether single-family homes, town houses, condominiums or

apartments, donate $100 per dwelling unit constructed to the City. These funds should then be accumulated by the City in a special fund to be used only for the acquisition of park space in the community. It is suggested that land acquired in such a manner be used for one of two purposes: (a) to provide City areas and tot lots in residential neighborhoods specifically designed for young children who need supervised play area immediately adjacent to the home, and (b) to provide pleasant "breathing space" from continuous patterns of urban development.

It is felt that such a dedication, either of land or of money, will assist the City in providing for much needed park and recreation space, yet at the same time not place an undue burden on residential developers.

2. Street Trees

The present Subdivision Ordinance requires the planting of one street tree every 50 feet or one tree per lot. It is recommended that these standards be increased to require the planting of one street tree every 30 feet, or two trees per lot, whichever is greater. It is also recommended that these trees be provided by the subdivider at his own expense, not the City's.

3. Streets and Street Right-of-Way

Where vacant land is being developed for the first time, or when a substantial area is being redeveloped, the use of cul-de-sac streets should be encouraged. Cul-de-sac streets are preferable to through streets in residential neighborhoods, increasing safety and privacy while reducing noise. Culs-de-sac and all local residential streets should have a right-of-way of 44-54 feet, with a roadway width of 30-34 feet. Turning radius of a cul-de-sac should be at least 35 feet, and its total length should normally not be greater than 600 feet.

4. Planned Residential Unit Development

El Monte has very wisely enacted provisions for Planned Residential Unit Development, under Part 3, Chapter 1, Article IX of the El Monte Municipal Code. In view of the potential for creating high quality residential development inherent in a good Planned Residential Unit Development, this is an excellent condition. To increase its usefulness to the City -- and to the private developer -- several modifications are recommended, once again designed to aid in the implementation of General Plan objectives.

From a planning standpoint, the major provisions for El Monte's Planned Residential Unit Development now include: (1) minimum net site of 60,000 square feet, (2) provisions for the same density as under normal zoning provisions, (3) maximum building coverage of 30 percent of the total net site, and (4) provision of two off-street covered parking spaces per dwelling unit.

Because planned unit development offers such unusual potential not only for creating high quality residential development but also for assisting in the removal of deteriorated and dilapidated housing in the community, its use should be encouraged for virtually all new residential development in El Monte in the future.

In addition to those provisions for Planned Residential Unit Development now incorporated into El Monte's Municipal Code, four changes are recommended: (1) provision for higher density, (2) provisions for additional open space, (3) provisions for reservation of land for public purposes, and (4) overall conformity to the General Plan.

To encourage greater use of Planned Residential Unit Development, it is recommended that a "density bonus"

of up to 15 percent be permitted at the discretion of the Planning Commission and City Council. For example, if under existing normal procedures a density of 10 dwelling units per acre would be permitted for a specific parcel of land, under the provisions of the "density bonus" a developer would be permitted to build up to 11.5 dwelling units per acre. Permission for such an increase in density should be granted by the Planning Commission and City Council only after careful review has been made to ensure that the proposed developer meets stringent development standards discussed below.

The Planned Residential Unit Development provisions discuss the provision of open space on a per-dwelling-unit basis, with no reference to the aggregate amount of usable open space to be provided. It is recommended that a minimum of 20 percent of the total net site for any planned unit development be devoted to permanent usable open space. This land should be permanently dedicated for open space purposes to ensure that it will not be built upon at a later date. This open space would normally be maintained either by the owner of the planned unit development or by a home owners association. In rare instances this open space might be dedicated to the City and maintained by the City. The City should only accept such land when it is clear that the facilities provided and their location are such that they will be used by the community at large, and not just by the residents of the planned unit development.

The third change proposed for the Planned Residential Unit Development concerns the reservation of land for public purposes. Prior to the tentative approval of any Planned Residential Unit Development, particularly a large development, the proposals should be reviewed carefully by all City Departments, school districts, as well as special districts, to ensure that land will not be required either now or at some later date for public

improvements (schools, parks, streets, etc.). If it can be determined with certainty that land will be required for public purposes, then the City should work closely with the developer to see if reservation of land for future public facilities can be mutually agreed upon.

Finally, it is strongly recommended that, prior to the approval of any Planned Residential Unit Development, the Planning Commission and City Council carefully review it for its overall conformity to the City's General Plan.

In making a determination as to whether the "density bonus" described above is warranted or whether or not the Planned Residential Unit Development should be approved, the following items should be used as guidelines by the Planning Commission and City Council:

a. Conformity to General Plan: Use of the PD Zone should only be permitted when the proposed use or uses conform to the land use and overall density shown in the General Plan for the parcel of land in question.

b. Minimum Size: The PD Zone should not be used for sites smaller than 60,000 square feet in size, at the minimum.

c. Density: The overall density for the proposed PD development should not exceed that normally permitted under the applicable zoning on the site, except in instances where "density bonuses" are offered as incentives to development at the discretion of the Planning Commission and City Council.

d. Open Space: At least 20 percent of the total site should be set aside for permanent open space. This can be accomplished in one of two ways:

(1) The developer can be required to make the necessary improvements, and then dedicate the space in fee to the City, who will then maintain it for use by the general public. This should only be done when it is clear that the space is of sufficient size and the uses of sufficient importance to justify the expenditure of public funds for maintenance of the site.

(2) A home owners association can be formed, which would be responsible for all maintenance and upkeep costs of the open space. In this case, the land would not be public but would only be for the use of those living within the PD Zone.

e. Community Facilities: Depending upon the size of the proposed PD development, sufficient land should be reserved to accommodate all necessary community facilities, including schools, fire stations, neighborhood centers and other facilities as determined by the City of El Monte.

f. Circulation, Site Planning and Landscaping: Proposed planned unit developments should be scrutinized carefully by the City of El Monte to ensure the highest possible standards. Among the specific design factors that should be reviewed are the following:

(1) Circulation:

- Through traffic should go around a PD area, not through it.

- Maximum use should be made of cul-de-sac and loop streets to minimize traffic on residential streets.

- Street intersections should generally be at right angles to facilitate ease of turning and to eliminate "blind" corners.

(2) Site Planning:

- Houses should be oriented away from streets, wherever possible.

- Windows should not face on alleys or side yards of less than 10 feet in width.

- Housing should be oriented to take advantage of views.

- Housing should be oriented to take advantage of public open space and recreational areas.

(3) Landscaping:

- Existing significant landscaping should be maintained.

- Street medians and planting strips should be adequately landscaped.

- Landscaping should be used to separate differing land uses.

- Public areas should be well landscaped.

- Any fences of housing backing onto arterial streets should be adequately landscaped.

COMMUNITY DESIGN

While El Monte has the desire and is aware of the need to improve its visual appearance in many areas, it pursues few conscious community design policies which lead toward these objectives. Most policies, guidelines, and regulations which presently exist are designed to deal with proposed new residential subdivisions, while few community design policies, standards and guidelines attempt to deal either with existing residential areas, with the overall impression made by the community as a whole, or with other areas such as the Central Business District, treatment along freeways, and industrial development standards.

In the sections that follow, recommended policies and guidelines are set forth to guide both public and private decision making, in improving El Monte's visual appearance. Recommendations are made in four general areas:

1. Overall community design policies.

2. Suggested residential design policies.

3. Suggested commercial design policies.

4. Suggested industrial design policies.

Overall Community Design Policies

There are three elements which, particularly when combined, can leave an unpleasant and chaotic impression of the community. These elements are:

1. A profusion of overhead utility poles and wires.

2. A clutter of outdoor advertising billboards and signs.

3. A lack of adequate landscaping along public rights-of-way.

Conversely, the reverse of each of these conditions adds up to an overall impression of attractiveness and desirability of the community. To halt the negative effects of these three items and to take positive steps to enhance the overall attractiveness of the community, the following policies and guidelines are proposed to guide growth in new areas and to help correct existing problem areas.

The City of El Monte has wisely set up provisions for establishing public utility districts, under Chapter 7 of Article VII of the El Monte Municipal Code. It is recommended that the City make maximum use of these provisions, and over the next two decades encourage the underground placement of all existing utility lines.

It is also recommended that El Monte prohibit the placement of new above-ground utilities not only in residential areas, but in all commercial and industrial areas as well.

Probably no single practice does more to undermine community appearance than the indiscriminate construction and operation of outdoor advertising devices. One of the reasons that different communities have varying degrees of sign control is the differing amounts of pressure placed on legislative bodies, either to control or not control the proliferation of signs. A second reason, and one particularly pertinent in Southern California, is because of a strong automotive orientation of the population. In an environment that is largely oriented to the pedestrian, store displays and small relatively unobtrusive signs are sufficient to capture the attention of the passer-by. However, in an automobile-oriented society, where a person may drive past at 30, 40 or more miles per hour, the feeling has been that large billboards and signs are necessary to gain the attention of the passer-by as he drives past.

While this may work in theory, it rarely works in actual practice. What usually happens is that, as more and more signs

and billboards are erected, they grow larger and larger, with one obscuring the next. What normally occurs is that the passer-by sees few if any of them, psychologically screening all of them from his view. One need only look at the proliferation of signs along Garvey Avenue, Valley Boulevard, and Peck Road to observe this phenomenon in operation. As El Monte grows, as new commercial uses spring up, and as traffic volumes increase (thus increasing the desirability of an area for billboards and large advertising signs and displays) the situation can be expected to grow worse, unless quickly checked.

If the City of El Monte seeks to improve its visual appearance, the following recommendations are made:

1. No new outdoor billboards, either free-standing or affixed to a building, should be permitted in any residential, commercial, or industrial area unless it relates directly to a use on the property on which the billboard is located.

2. Existing free-standing outdoor billboards and signs not directly related to a use on the property on which the sign is located should be declared non-conforming uses, with provision made for their gradual elimination over a reasonable period of time.

3. No advertising sign or billboard of any sort should be permitted in any residential zone other than a fixed unlighted sign of not more than four square feet identifying the occupant of the premises, name of the apartment building, etc. All other signs should be declared non-conforming uses, with provisions made for their elimination.

4. In commercial and industrial zones, no sign should extend out more than 24 inches into any public right-of-way. No flashing or blinking signs should be permitted, nor should any advertising signs with any moving parts.

No single sign should have a total area greater than 100 square feet. Encouragement should be given to the use of indirect illumination. Provision should be made for the elimination of non-conforming signs within a reasonable period of time.

There are two other areas which are related to the City's circulation system, but which also should be discussed in their relation to overall community design. The first deals with the protection of rights-of-way for the future expansion of arterial streets. Streets which are designated as arterial streets and which need to be widened to achieve this status must be protected from encroachment by development. There should be policies which are systematically set down and which do not allow development in the zone of proposed expansion. The predetermination of such areas will allow developers to take this into account in their overall design and thus relate their plans to an expanded roadway, which in turn will provide for more harmonious development throughout the community.

The second area is concerned with the street system itself. Unlike many community improvements, it is difficult to completely revamp a community's street system when it begins to become unable to efficiently move traffic. The modernization of the overall system can be greatly aided if the City were to pursue policies which take advantage of established programs which are geared to improving the existing system. One such program, TOPICS (Traffic Operations Program for Increasing Capacity and Safety) can help provide funds for traffic signal control, lighting, signing, parking, intersection approach widening, etc. All of which are short-range improvements which can greatly aid circulation in the area. Policies which help upgrade the community's overall street system also have spillover affects on uses along the streets, in addition to facilitating better circulation throughout the City.

As the final element in El Monte's overall policy of community design, an intensive long-range program of landscaping along all arterial and secondary or collector streets in the community

is recommended, including those streets with extensive commercial or industrial frontage. At the minimum, it is recommended that at least one tree be planted for every 50 feet of street frontage. It is suggested that consideration be given to using a different type of tree on each of the major arterial streets, in an attempt to create a sense of identity and individuality throughout the community.

Suggested Residential Design Policies

In addition to the Zoning and Subdivision Ordinances which spell out legal requirements, several guidelines are recommended for consideration both by the developer and the City in reviewing plans for new residential development. Responsibility for the implementation of these suggestions will, in most instances, rest with the private real estate developer. It is also hoped that the City, in reviewing plans for new development, will consider such factors as:

1. Housing should be oriented away from streets -

   To minimize problems of noise, fumes and other unpleasant attributes of traffic, housing should be oriented inward, away from major streets.

2. Cluster housing should be encouraged -

   Cluster housing, when combined with permanent open space, offers vast potential for high quality residential development which permits higher densities but maintains the amenities associated with lower density housing. Its use should be encouraged, particularly in areas which need or will need redevelopment during the next two decades.

3. Housing should not front on major arterial streets -

   The policy of fronting houses or apartments on arterial streets should be avoided if at all possible since it not

only decreases traffic flow and safety (due to numerous curb cuts) but decreases privacy and increases noise. It is preferable to have dwelling units which either back up or side up to arterial streets, with a landscaped wall separating the dwelling unit from the arterial street.

4. Parking areas should be landscaped -

All outdoor parking areas in residential zones, particularly those which front on a street, should be carefully landscaped to prevent a monotonous view of cars, either from a window of a dwelling unit or from a street. When outdoor parking abuts a major street, consideration should be given to depressing the parking lot as well, once again to increase the visual appearance.

5. Storage areas should be screened from view -

All storage areas, trash disposal areas, and other unsightly storage areas, should be carefully screened from the view of the passer-by, either by means of a wall, landscaping or both.

6. Houses should be oriented either to take advantage of good views or to block bad ones from sight -

Whenever possible, houses should be oriented in terms of doors, window exposure, etc., to either maximize good views or, conversely, to block out bad views.

7. Consideration should be given to the conversion of deep residential lots -

El Monte, like many older communities, has numerous areas where lots were originally subdivided into narrow and very deep lots. Figure 42 indicates two possible ways of converting areas with deep lots into smaller, but more usable lots. Alternate 1 suggests

the conversion of the existing alley into a cul-de-sac with a new connecting link between the street and the former alley. Alternate 2 suggests the conversion of the existing alley into a full street.

Suggested Commercial Design Policies

In addition to legal requirements covered by Zoning, Subdivision or Sign Control Ordinances, a number of design policies are recommended for commercial areas, designed to assist the City in upgrading its physical appearance.

1. Parking lots should be well landscaped, particularly when bordering on a major street -

   When parking lots border on a major street they should be well landscaped and, if at all possible, depressed below the level of the sidewalk and roadway, not only to increase a store's visibility, but also to reduce the unsightly appearance caused by a sea of parked cars.

2. Provision should be made for off-street loading and unloading -

   Particularly for larger commercial facilities it is important to have off-street facilities for loading and unloading of supplies, equipment, trash, etc. This reduces congestion and increases the number of parking spaces available, while at the same time removing an unsightly operation from visibility.

3. All loading areas, trash storage areas, or outdoor storage areas should be screened from view -

   Regardless of their location on the lot any such areas should be carefully screened from view, either through walls, landscaping, or preferably a combination of the two.

4. Commercial property should be screened from abutting residential or institutional property -

Whenever any commercial property abuts any residential or institutional uses, it should be carefully buffered from view by means of walls, landscaping, or a combination of the two.

5. Alleys should be clean and well maintained at all times -

All too often there is a tendency for alleys to become littered with refuse trash storage materials, etc. All trash and storage areas should be screened, and alleys should be kept in sound repair and clean appearance at all times.

6. Sidewalks should be well landscaped -

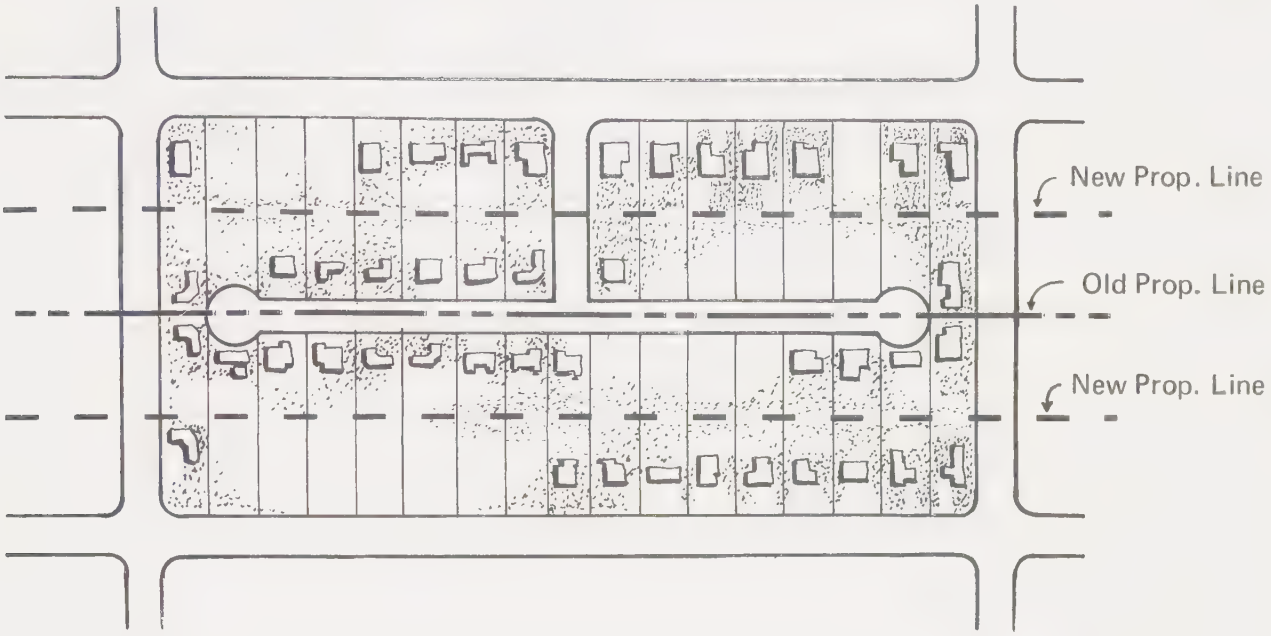
Landscaping is often not used on streets with extensive commercial frontage in the belief that this screens out stores from view. A well thought out landscaping program on sidewalks can add considerably to appearance, and not decrease visibility. Consideration should be given to the use of low shrubbery, planters, and appropriate street trees.

7. Buildings should be oriented to both the pedestrian and the driver -

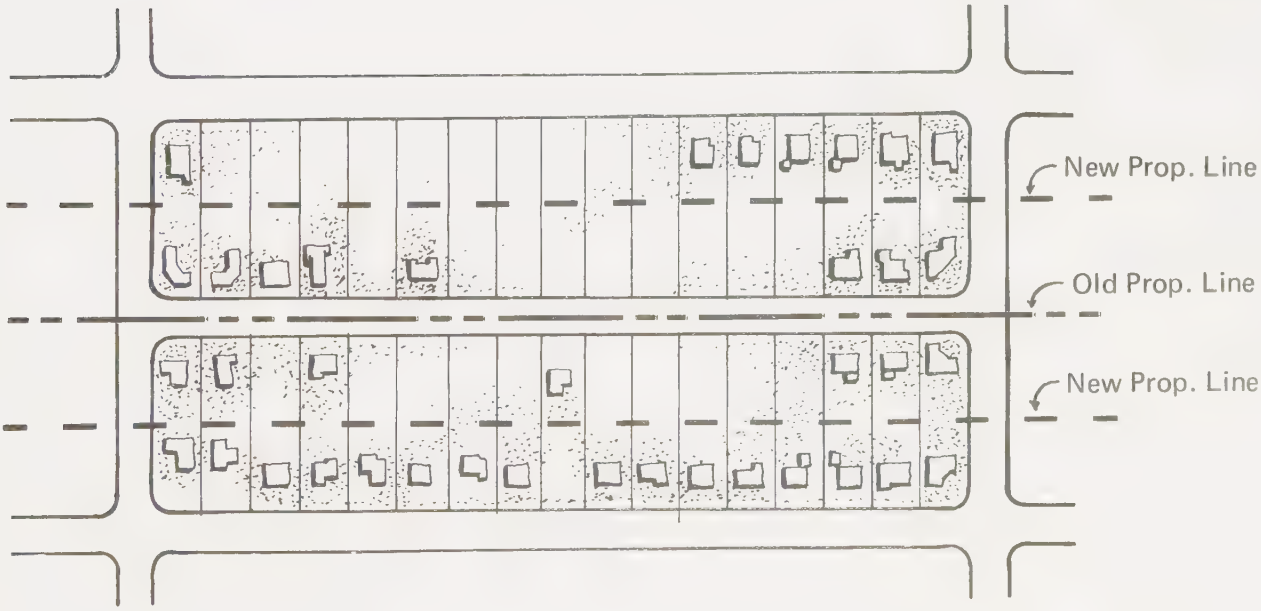
All too often buildings, particularly newer ones, are oriented only to the driver to the exclusion of the pedestrian. Particularly in the City Center area, new facilities should be oriented to both. This can best be done by locating a building at the front of the lot, with parking in the rear.

FIGURE 42
CONVERSION OF DEEP RESIDENTIAL LOTS

ALTERNATIVE 1
ALLEY CONVERTED TO CUL–DE–SAC



ALTERNATIVE 2
ALLEY CONVERTED TO THROUGH RESIDENTIAL STREET



Suggested Industrial Design Policies

To supplement provisions of Zoning, Subdivision, and Sign Control Ordinances, the following policies are recommended for industrial development in El Monte:

1. All utility lines should be placed underground -

   As new industry is developed in El Monte, utility lines should be placed underground. As a long-range policy, the City should work toward the eventual elimination of all overhead utility lines in industrial areas.

2. All loading areas, storage areas, and trash areas should be screened from view -

   Where outdoor storage, loading, or trash areas are necessary, they should be carefully screened from view by means of walls, landscaping, or preferably a combination of the two.

3. Curb cuts should be minimized, and access to property should be at right angles -

   Particularly in developing industrial areas, curb cuts should not occur at less than 300-foot intervals, and preferably at 500-foot intervals. Access to property should be at right angles or as close to a right angle as possible in the interest of traffic safety, never at an acute angle.

4. Industrial streets should be of sufficient width to accommodate traffic -

   At a minimum, local industrial streets should have a right-of-way of 60 feet, with a roadway width of 40 feet. Considerably greater width may be necessary depending on the projected traffic volumes and type of traffic expected.

5. No industrial uses should have direct access to any residential streets -

Under no circumstances should traffic to or from industrial areas use residential streets for access. By means of cul-de-sac-ing and signing, industrial traffic should be clearly separated from residential traffic.

6. Industrial areas should be well landscaped -

Front and side yards together with planting strips (where existing) between sidewalks and roadways should be extensively landscaped and street trees planted.

7. Alleys, where needed, should be well built and well maintained -

Alleys in industrial areas should be paved and should be continuous. "Dead-end" alleys should not be permitted. Alleys should be clean and well maintained at all times, with storage or trash areas well screened from view.

8. Industrial areas should be screened from residential areas -

When any industrial use abuts any residential or commercial use, the abutting property line should be screened by means of a six-foot concrete or masonry wall, which should be landscaped. This wall should be provided by the industrial developer.

COMMUNITY IMPROVEMENT PROGRAM

Introduction

The elements of deterioration are inherent in the natural growth of both our urban and rural areas. Our society has come to accept what some economists have called "built-in obsolescence" -- the discarding of last year's model for this year's new and improved one. However, when it comes to our cities, the high degree of capital investment, both public and private, prevents us from exercising this luxury of trading in on a new model.

Older developed areas of cities will begin to show signs of their age, fall into a state of disrepair, become more congested and intensified in use, require modernization or conversion of use. Homes and business structures which may have been adequate for many decades become obsolete because of the need for extensive repairs and remodeling. Public facilities also become outmoded, but the capital investment in such facilities dictates that they be repaired rather than replaced. Deterioration reduces the assessed values of properties, and consequently, results in declining tax revenues at a time when the demand for public services is continually increasing. The intangible qualities which make a city or town the gathering place for people and activities are also affected by the decay and deterioration that comes with age.

Frequently private investors, recognizing the value of certain areas of our cities, will initiate steps to check and remedy many of these inherent problems. In actuality, private renewal takes place every time an existing structure is removed to make way for new investments such as a new building or a new use of the land. Since private renewal of this type is generated by free market pressures and a profit motive, not all deteriorating areas receive this private-type redevelopment. New growth and investment opportunities gravitate to those areas of the City containing the greatest economic opportunities, coupled with a more desirable living environment. As a result,

the rate of new investment in the older sections has been further disrupted. A build-up of relatively uncontrolled blight can perpetuate existing long-term social and economic disadvantages and reduce the vitality and livability of a community.

Unfortunately, this process can be seen all too clearly in El Monte today, and unless corrected may become more prominent in the foreseeable future. The deterioration of the physical environment is the greatest single problem facing El Monte today.

Existing Conditions in El Monte

According to the 1960 U. S. Census of Housing, approximately 85 percent of all housing units were in sound physical condition, 12 percent were deteriorated, and 3 percent were dilapidated. In the nearly ten years since this information was collected, El Monte has grown considerably in size. Unfortunately, its problems of physical deterioration have also grown, so that at the present time a substantially greater proportion of El Monte's total housing stock is in deteriorating or dilapidated physical condition and will require remedial treatment during the next two decades to ensure the maintenance of a sound physical environment.

Figures 43, 44, 45 and 46 summarize physical conditions in El Monte. All information is based on "windshield surveys" undertaken in 1969. While the information on these four maps is somewhat generalized, and thus does not automatically reflect on the conditions of each individual structure, it does begin to indicate the magnitude of the problem, which must be faced over the next two decades.

Figure 43 indicates the general building age of all structures in El Monte. This information is tabulated into three categories:

FIGURE 43

GENERALIZED BUILDING AGE

- CONSTRUCTED AFTER 1960
- CONSTRUCTED BETWEEN 1945 & 1960
- CONSTRUCTED PRIOR TO 1940

EL MONTE GENERAL PLAN

GRUEN ASSOCIATES
ARCHITECTURE · PLANNING · ENGINEERING

0 600 1200 1800
SCALE IN FEET

NORTH

1. Constructed after 1960
2. Constructed between 1945 and 1960
3. Constructed prior to 1940

An examination of this drawing indicates that approximately 15 percent of all structures were constructed after 1960, approximately 50 percent between 1945 and 1960, and approximately 35 percent prior to World War II. Thus, by 1990 nearly 50 percent of all present structures in the community will be more than 35 years old.

While older structures are distributed fairly evenly throughout the community, there is a slightly greater concentration of older structures in the southern half of the City, generally south of the San Bernardino Freeway.

Figure 44 indicates the generalized life expectancy of all structures in El Monte. Once again, information is tabulated into three categories:

1. Life expectancy of 20 years or more
2. Life expectancy of 5 to 20 years
3. Life expectancy of less than 5 years

This information was based not only on the age of structures, but equally important, on the quality of repair and maintenance together with the overall environment of each area in the community.

Approximately 20 percent of all structures have a life expectancy of 20 years or more, while approximately 50 percent have a life expectancy of 5 to 15 years, and 30 percent have a life expectancy of 5 years or less.

Generally speaking, the area which shows the shortest life expectancy in terms of sound physical conditions is concentrated in the southeast portion of El Monte.

Figure 45 indicates the general quality of maintenance. Information has been compiled into three categories:

1. Well maintained
2. Average maintenance
3. Poorly maintained

Approximately 20 percent of all structures can be considered exceptionally well maintained, approximately 65 percent with average maintenance, and approximately 15 percent with poor maintenance. Once again, the greatest concentration of poorly maintained structures is in the southeast portion of El Monte as well as in the Hicks Camp area.

Figure 46 combines the information shown in the three previous figures into a generalized building condition map of El Monte. Each area is designated into one of three categories -- above average, average, and below average in building condition and environment quality. It should be emphasized that not every building is an area designated as below average is necessarily dilapidated. Rather, it indicates the overall environmental quality and condition of an area.

It is estimated that during the next two decades nearly 9,000 dwelling units will need to be replaced if by 1990 all housing units in El Monte are to be of sound physical condition and environmental quality.

The Cost of Inaction

The failure to take positive action in areas needing revitalization generally has negative consequences, not only to the property owner or resident of the area, but to the municipality as well. The specific consequences to the public at large are likely to include the following, if a positive program of action is not begun:

FIGURE 44

GENERALIZED BUILDING LIFE EXPECTANCY

- LIFE EXPECTANCY OF 20 YRS. OR MORE
- LIFE EXPECTANCY OF 5 TO 20 YRS.
- LIFE EXPECTANCY OF LESS THAN 5 YRS.

EL MONTE GENERAL PLAN

GRUEN ASSOCIATES
ARCHITECTURE · PLANNING · ENGINEERING

0 600 1200 1800
SCALE IN FEET

NORTH

FIGURE 45

GENERALIZED BUILDING APPEARANCE

- WELL MAINTAINED
- AVERAGE
- POORLY MAINTAINED
- VACANT

EL MONTE GENERAL PLAN

GRUEN ASSOCIATES
ARCHITECTURE · PLANNING · ENGINEERING

0 600 1200 1800
SCALE IN FEET

NORTH

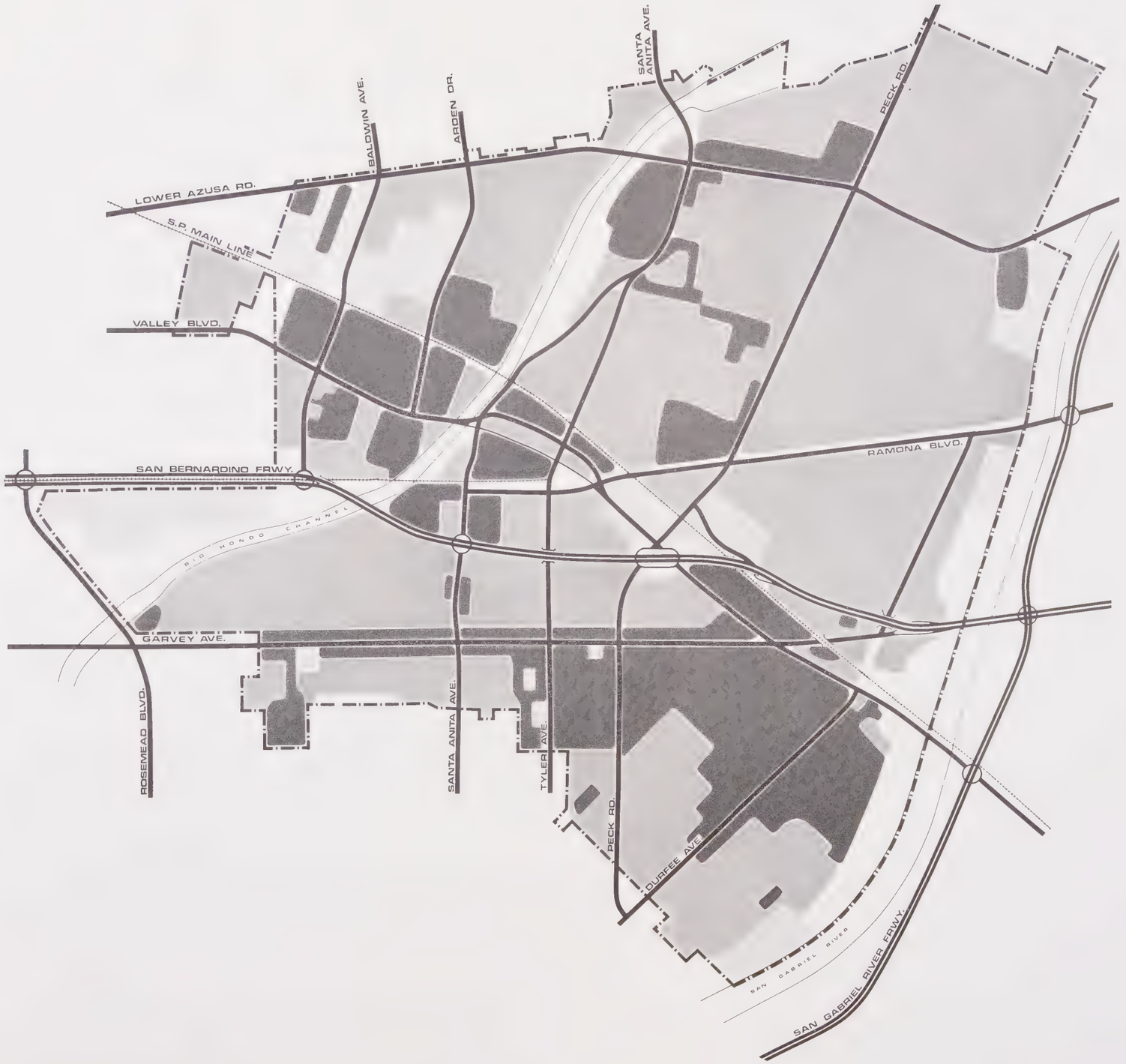


FIGURE 46

GENERALIZED BUILDING CONDITIONS

- ABOVE AVERAGE
- AVERAGE
- BELOW AVERAGE
- VACANT

EL MONTE GENERAL PLAN

GRUEN ASSOCIATES
ARCHITECTURE · PLANNING · ENGINEERING

0 500 1200 1800
SCALE IN FEET

NORTH

1. Environmental quality is reduced, not only in the area in question, but in adjacent areas as well.

2. Property values tend to level off, or decline, having adverse effects on public property tax receipts.

3. The fire hazard increases, often raising the cost of fire as well as general insurance costs, and possibly affecting the City's rating with the Board of Fire Insurance Underwriters.

4. The spread of blight to adjacent areas becomes more likely.

5. The cost of municipal services is generally considerably higher in deteriorated areas than in areas with sound physical conditions.

Recommended Community Improvement Program

Because the magnitude of the physical problems in El Monte is considerable, a very significant amount of specific research and analysis including a building-by-building survey is necessary, more than can be provided in the General Plan. For this reason, it is strongly recommended that El Monte undertake a Community Renewal Program (CRP) to determine the precise magnitude of its physical problems and to develop precise means of treating them.

The Community Renewal Program (CRP) is a method for assessing in broad terms the community's overall needs for urban renewal and developing a staged program for action to meet these needs, commensurate with the resources available to the community. The CRP covers the entire community, including both residential and nonresidential areas, and takes into consideration renewal activities which may be undertaken either with or without Federal assistance.

The CRP is not only an intensive study of community needs but also a specific program for action to meet these needs. The action orientation of the CRP is of paramount importance. Other important characteristics of the CRP are (1) its comprehensive and communitywide character, (2) its consideration of both immediate and long-range needs and resources, and (3) its continuing nature. While most communities will undertake a major effort in the initial preparation of the CRP, it is equally important that the continuing changes in local renewal problems and potentials be taken into account through periodic revision of the CRP.

The Community Renewal Program, as defined in Section 103(d) of Title I, may include, but is not limited to:

1. Identification of slum areas or blighted, deteriorated, or deteriorating areas in the community.

2. Measurement of the nature and degree of blight and blighting factors within such areas.

3. Determination of the financial, relocation, and other resources needed and available to renew such areas.

4. Identification of potential project areas and, where feasible, types of urban renewal action contemplated within such areas.

5. Scheduling or programming urban renewal activities.

The CRP shall not attempt to establish exact project area boundaries, designate specific types of urban renewal action, or establish the precise timing of such action, with greater precision than is feasible and appropriate at the time the CRP is prepared.

Generally, Federal grants will be made for two-thirds of the total cost, with the remaining one-third contributed by the City in the form of cash, city services, or a combination of the two.

An application for a federally associated CRP grant from the Department of Urban Development will not be accepted until the City of El Monte has submitted an application for certification of what is called a Workable Program for Community Improvement. The Department of Housing and Urban Development requires information in seven areas for certification of the Workable Program. These items are:

1. Codes and Ordinances

   If not already adopted, adequate codes and ordinances that provide sound standards for the construction and for the use of dwelling units must be put into effect within a year after the original Workable Program has been certified. The basic codes are building, plumbing, electrical, housing, and fire prevention.

2. Comprehensive Community Plan

   The community, working through its planning agency and assisted by technical experts, assesses its physical resources. Then it develops a plan and a program for providing the kind of environment needed for improvement, growth and development.

3. Neighborhood Analysis

   This is an extension of the planning process for each residential neighborhood, as well as for commercial and industrial areas. It is an examination of its problems, physical resources, environmental conditions, and decisions concerning the part each neighborhood should play in the total community program. It includes a schedule for doing what must be done so that it can play its proper role.

4. Administrative Organization

   Normally, a local government provides the services the

people need or request. Under its Workable Program the community establishes goals which require the coordinated and positive use of virtually all of its administrative resources to reach those objectives. Accordingly, it checks its existing structure and makes the adjustments needed for effective action. At the same time, responsibility for program coordination is fixed. Provision is also made for adequate personnel planning, code enforcement and other necessary service and operating functions.

5. Financing

The costs of the Workable Program need not be heavy. Care must be used in planning and budgeting for the most efficient use of current personnel and public improvement expenditures and any additional requirements for planning, code compliance and public improvements.

6. Housing for Displaced Families

As the Workable Program advances, families will be displaced from their homes through slum elimination, code enforcement, public improvements, or other governmental actions. The community has a clear responsibility and an opportunity to use its public and private resources so that displaced families are given a chance to secure good housing in a suitable living environment.

7. Citizen Participation

Citizen participation is the keynote of the community's Workable Program. Citizens, through an officially designated citizens' advisory committee, can contribute by informing themselves of goals and progress. They can assist in formulating programs and goals and serving

as the medium for bringing private resources into the Program. A subcommittee or special committee on minority group housing is required in any community in which all housing resources, public or private, are not available on a basis of full equality to minority group families.

In view of the seriousness of the physical problems in El Monte it is recommended that the City begin at once in its preparation of the seven elements of the Workable Program for submission to the Department of Housing and Urban Development, and, concurrently, make application for a Community Renewal Program (CRP) Grant. As of August of 1968, the City of El Monte had a total of 22,152 dwelling units in the community. Of these, it is estimated that nearly 9,000 units should be replaced by 1990. In view of this need, it is recommended that an action program be begun immediately to deal with this area.

GRUEN ASSOCIATES, INC.	PROJECT STAFF
Planning:	
Partner-in-Charge:	Dan M. Branigan
Director of Planning:	Ralph J. Martin
Project Director:	Lewis Bolan
Project Coordinator and Senior Planner:	Milton J. Nicholas
Planners:	Ernest T. Morales Charles A. Howard Gudrun Bonner Karen Tilley
Graphics Designer:	Leo Germano
Transportation:	
Director of Traffic and Transportation:	Harold Marks
Traffic Engineer:	William A. Law
Engineering:	
Head of Civil Engineering Department:	Jack D. Paller
Senior Civil Engineer:	Ralph Rubens
Consultant:	Economics Research Associates

U.C. BERKELEY LIBRARIES
C101742046